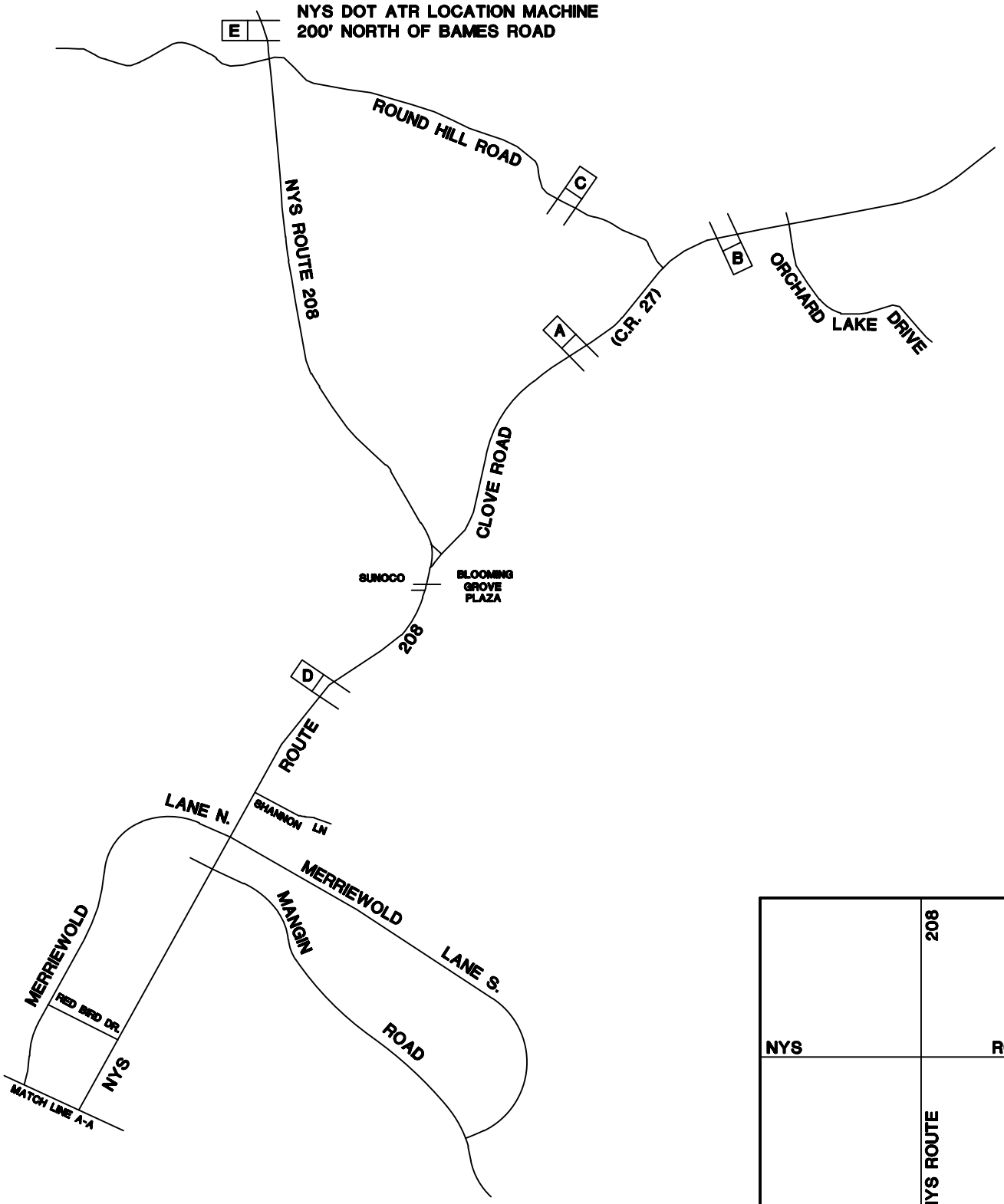
CLOVEWOOD

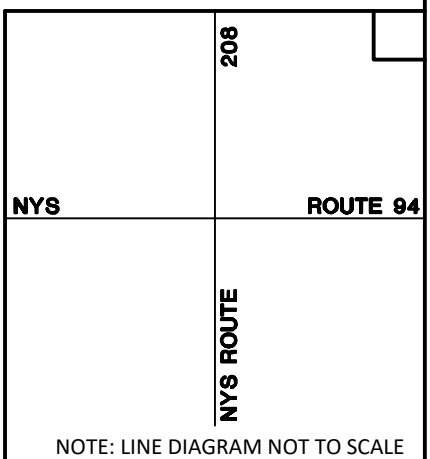
APPENDIX A

FIGURES

A.1

TRAFFIC VOLUME FIGURES





NOTE: LINE DIAGRAM NOT TO SCALE

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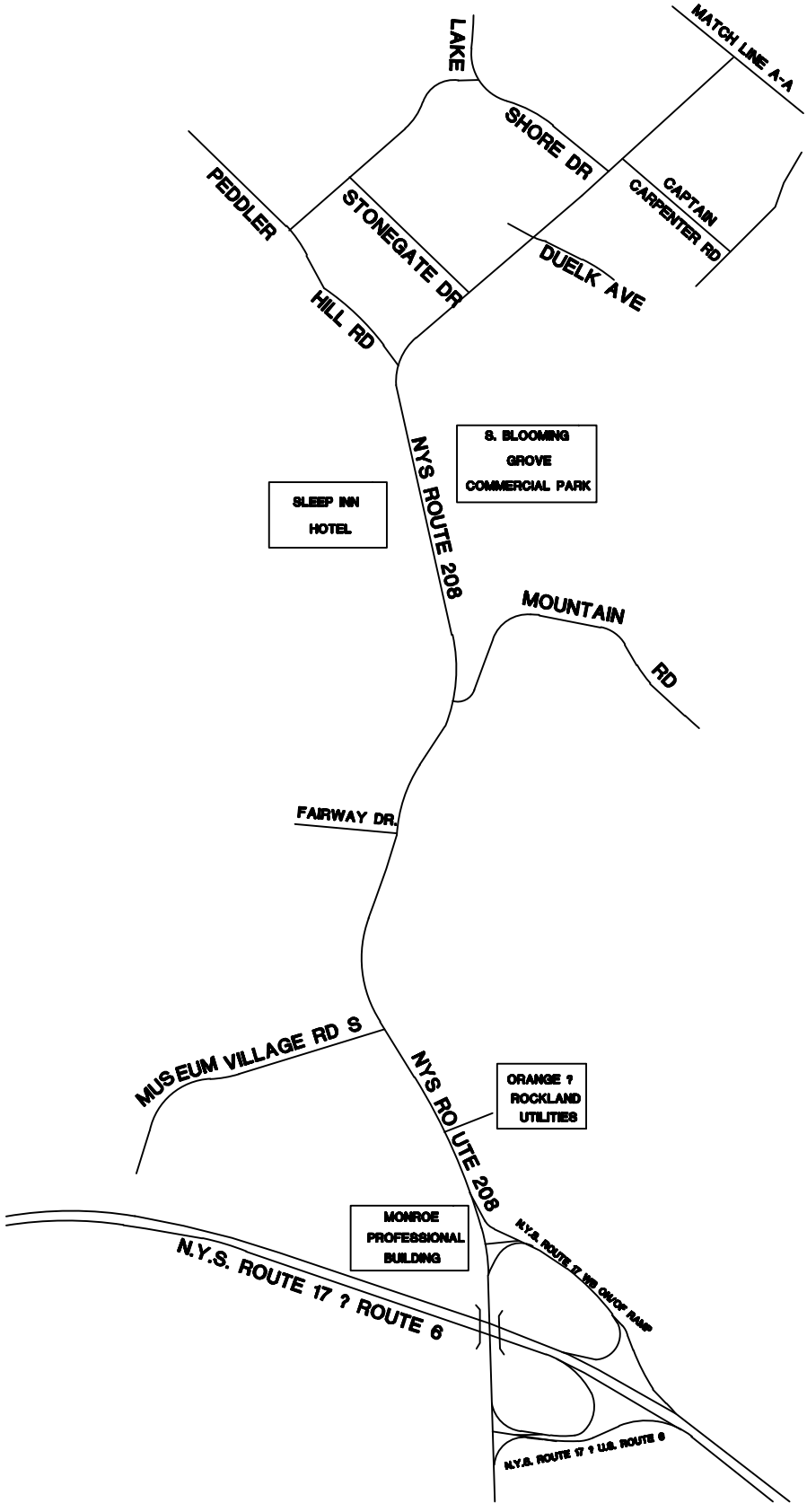
SITE LOCATION AND AREA ROADWAY NETWORK

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
1	



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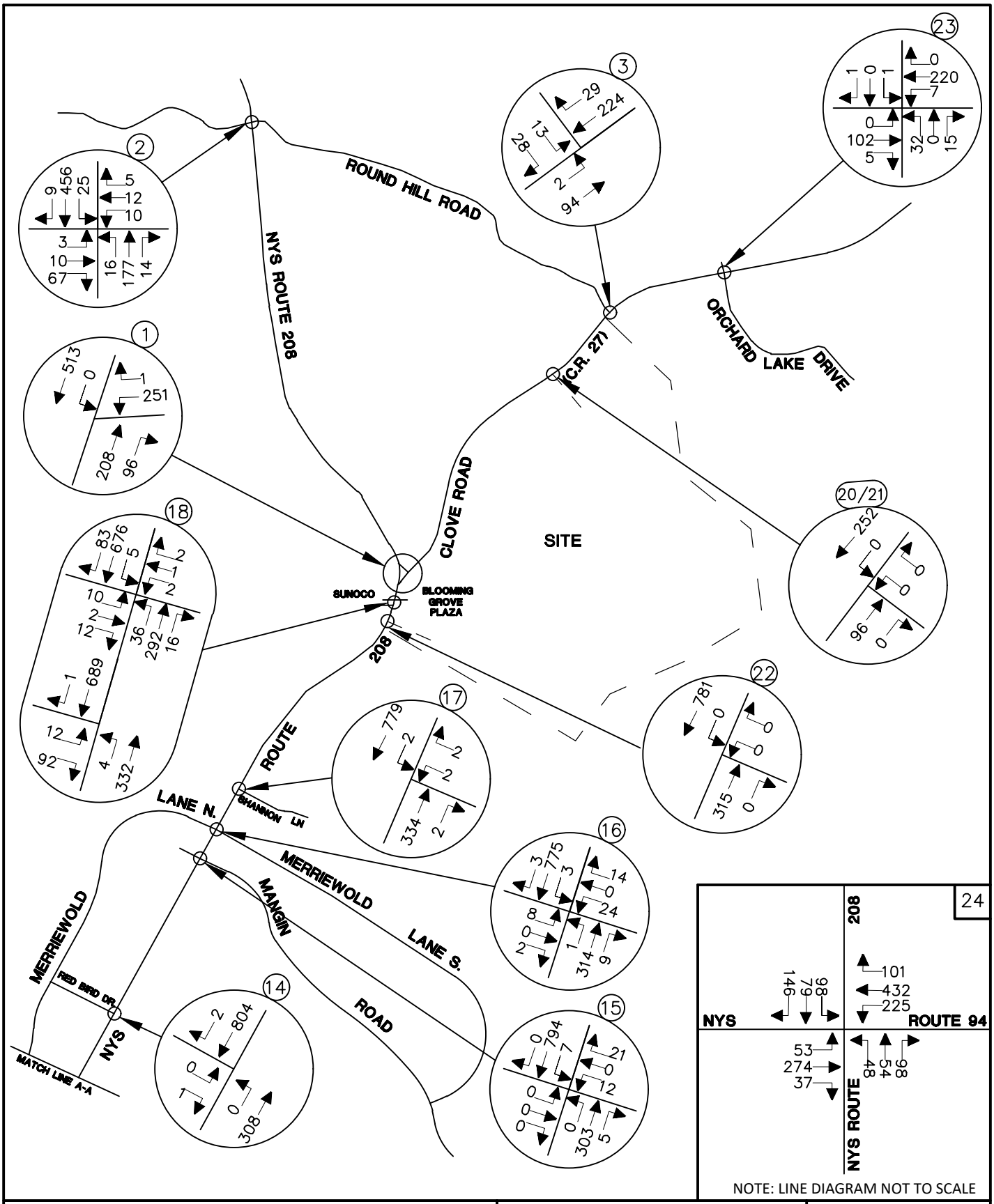
AREA ROADWAY NETWORK (CONTINUED)

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER: 1A



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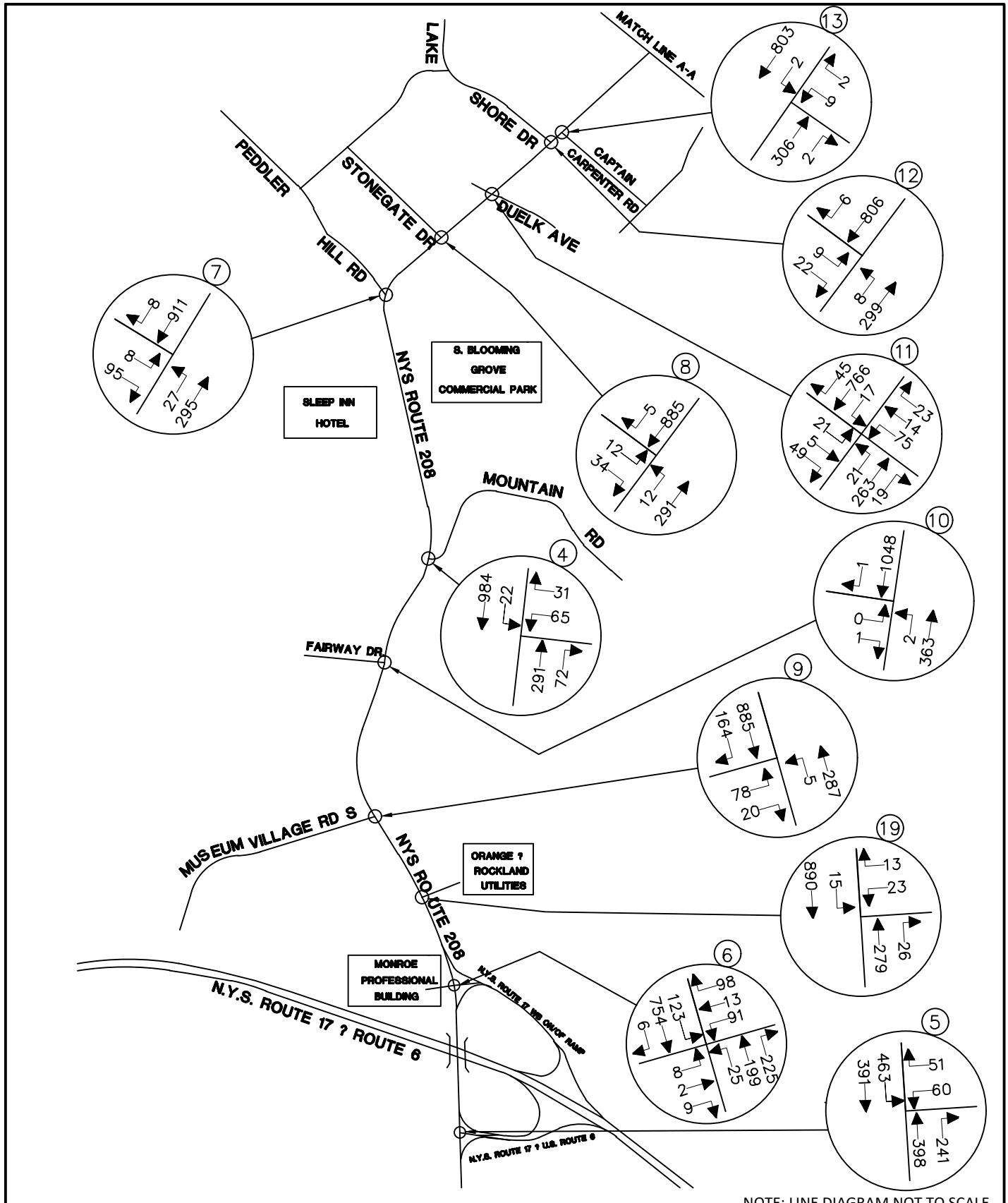
2016 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
2	



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2016 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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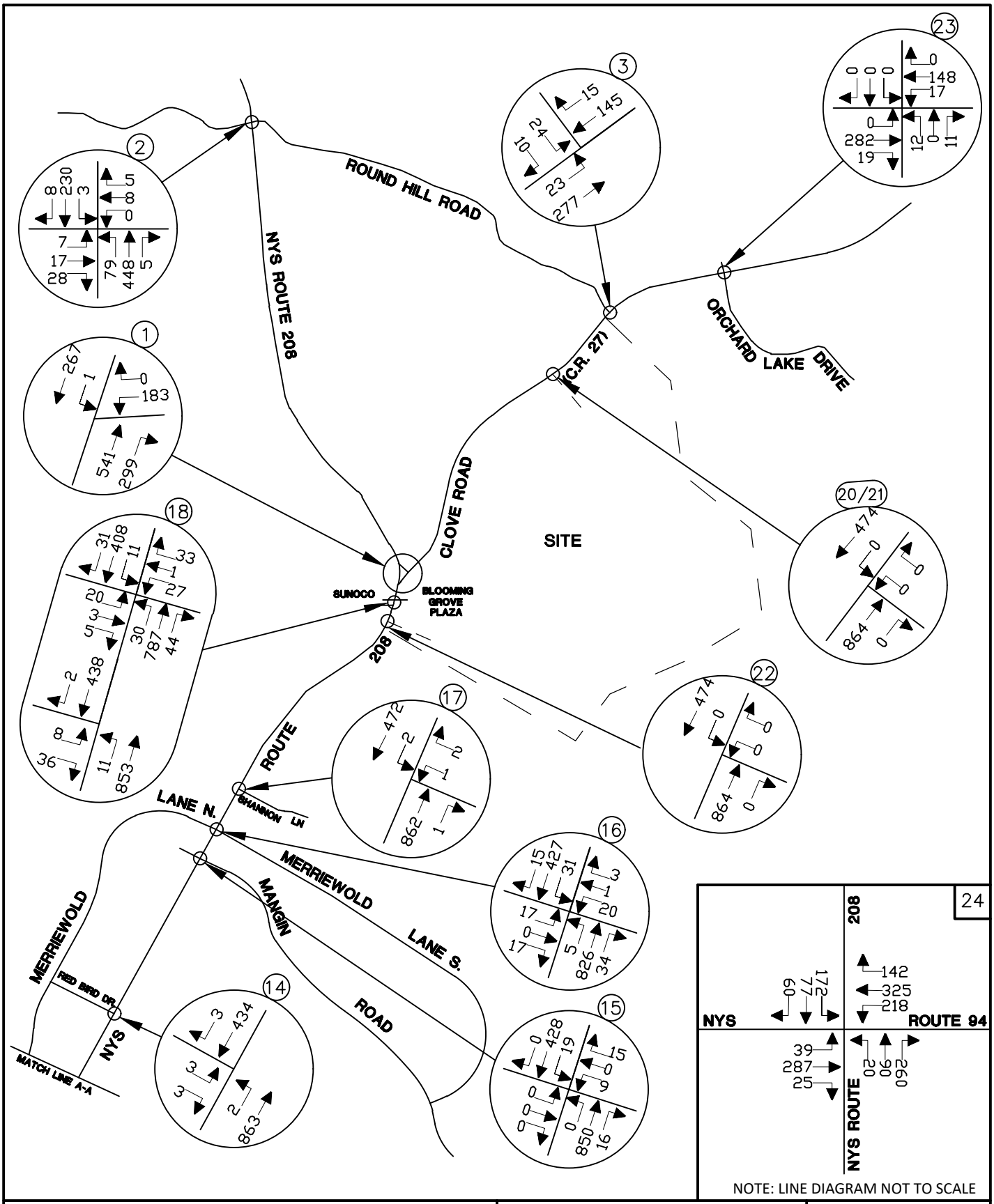

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2016 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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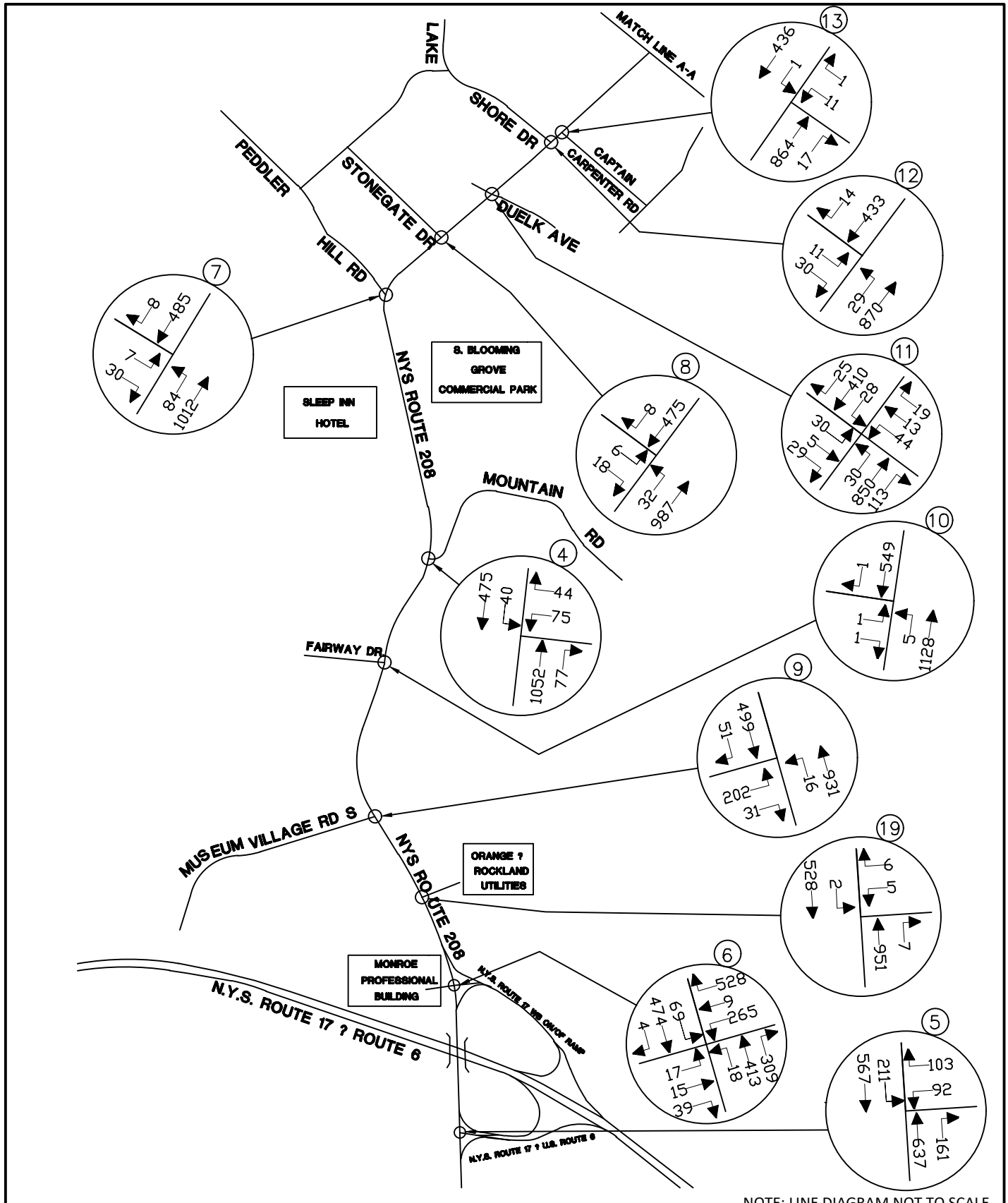

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WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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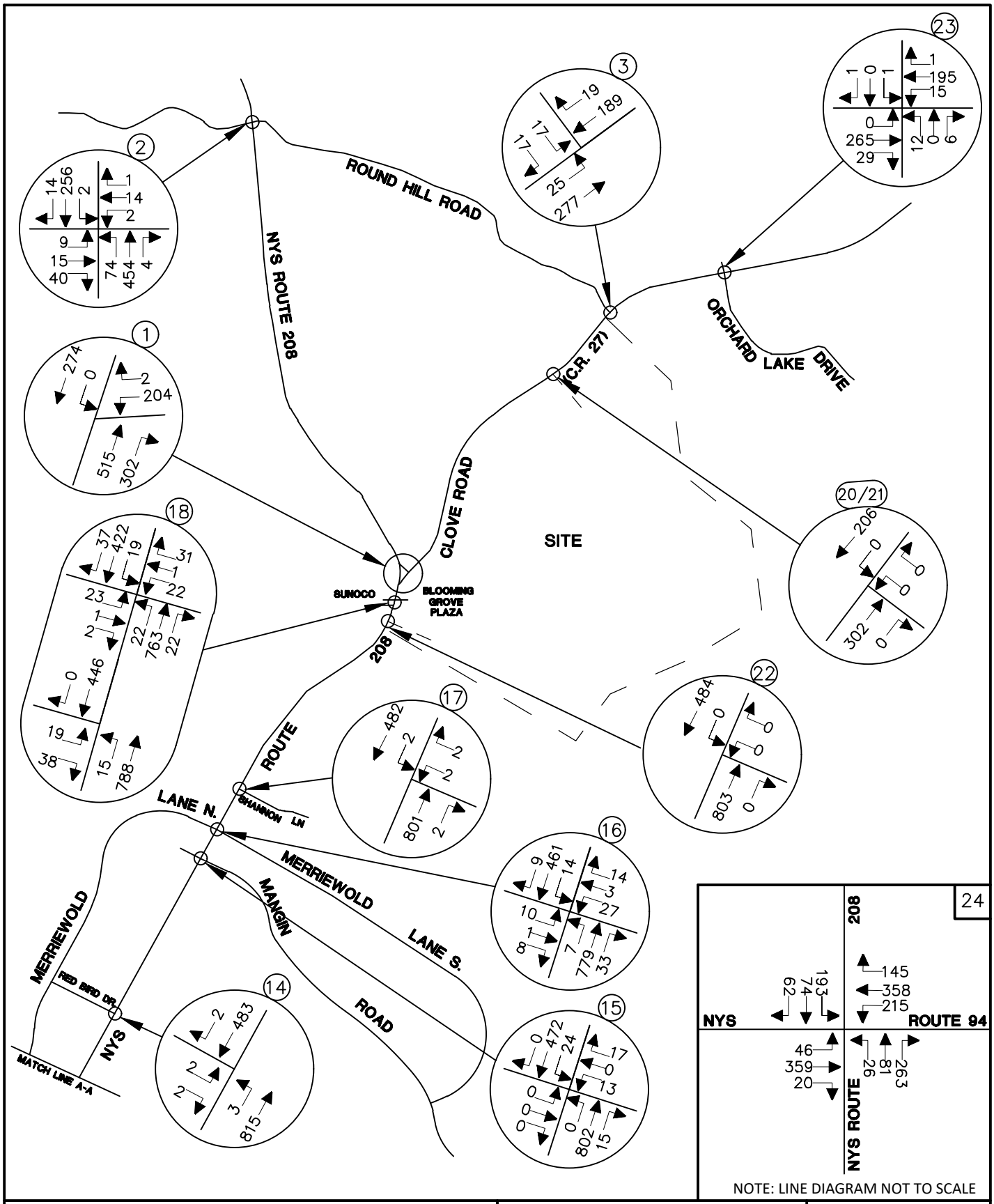

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2016 EXISTING TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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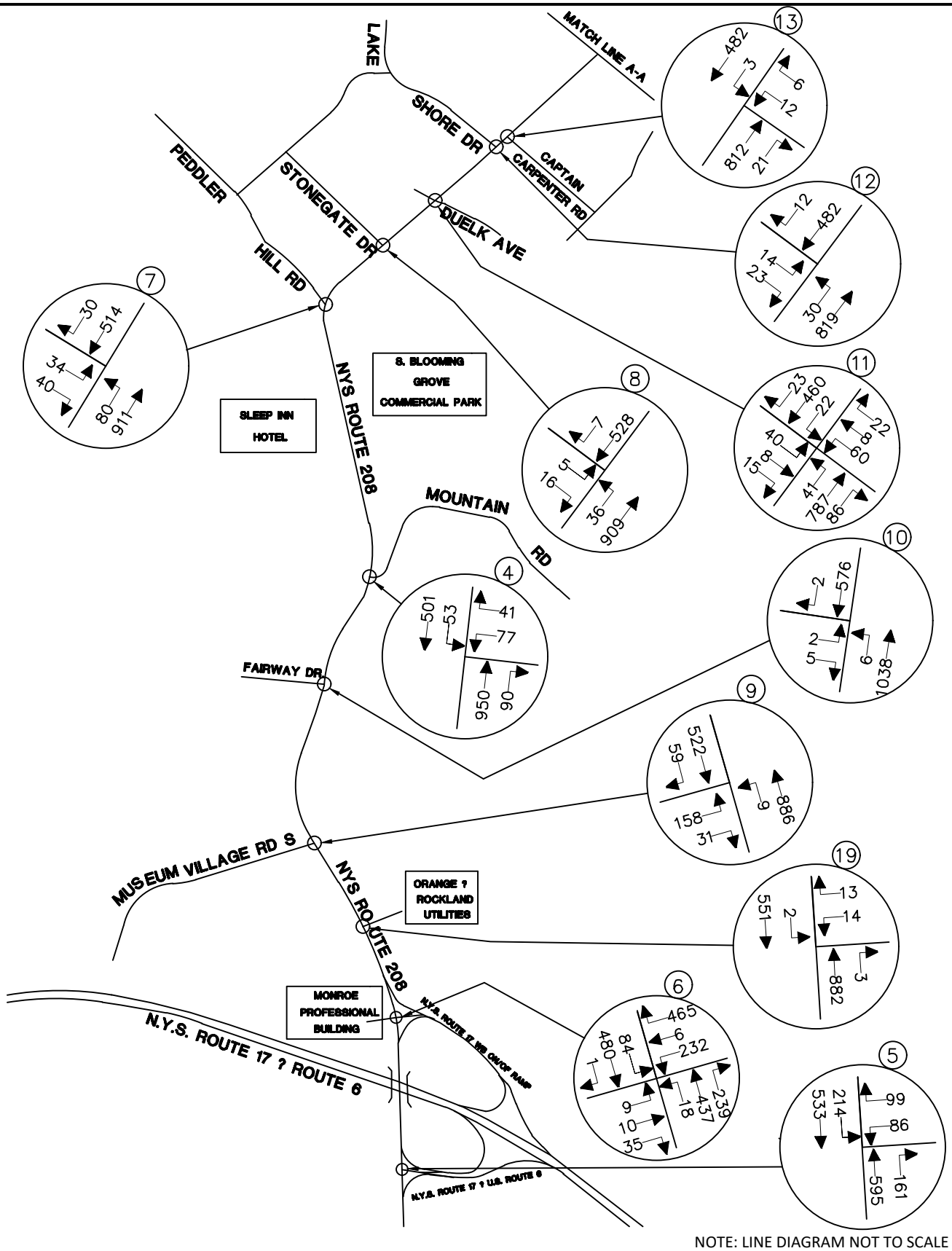

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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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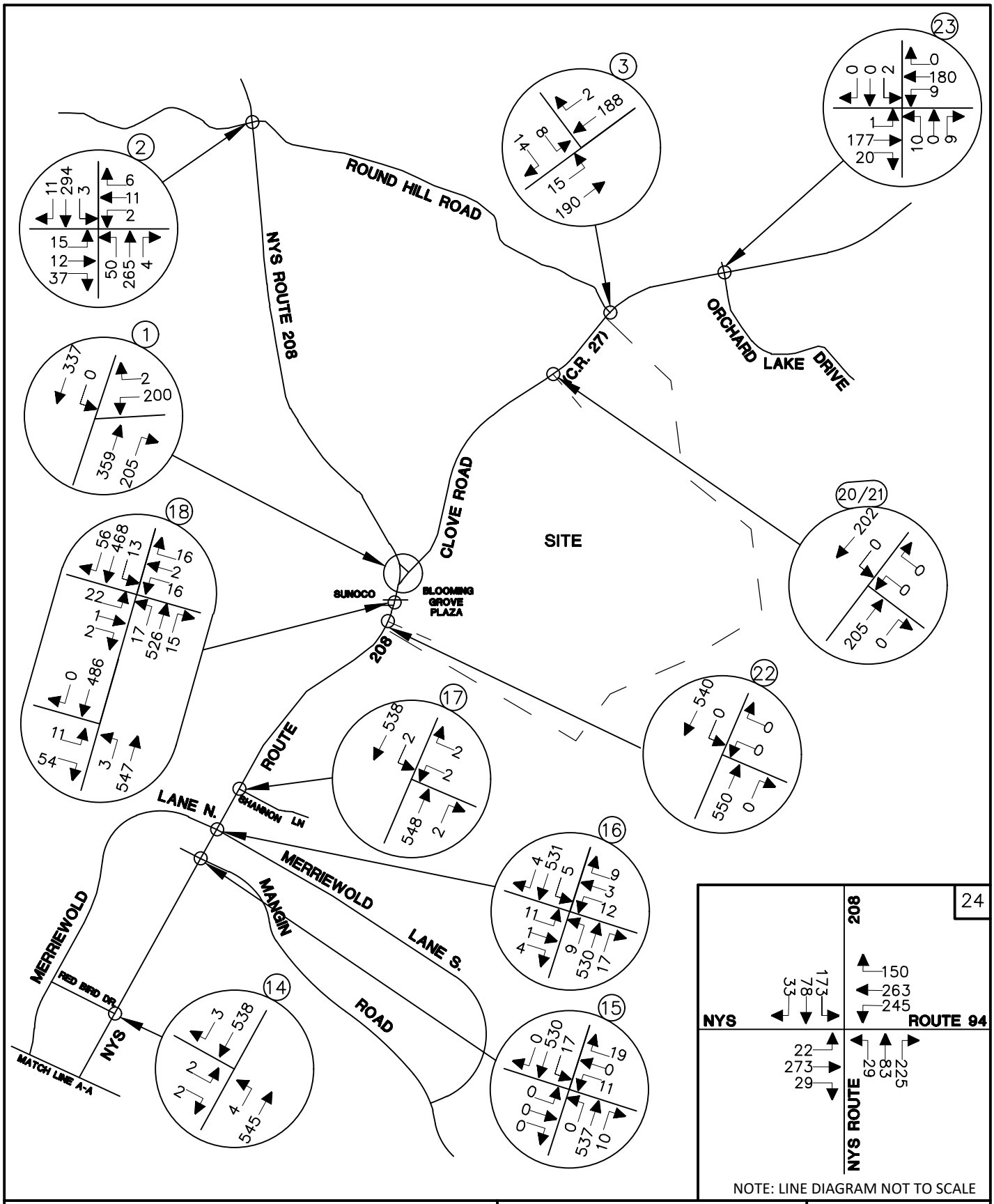

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2016 EXISTING TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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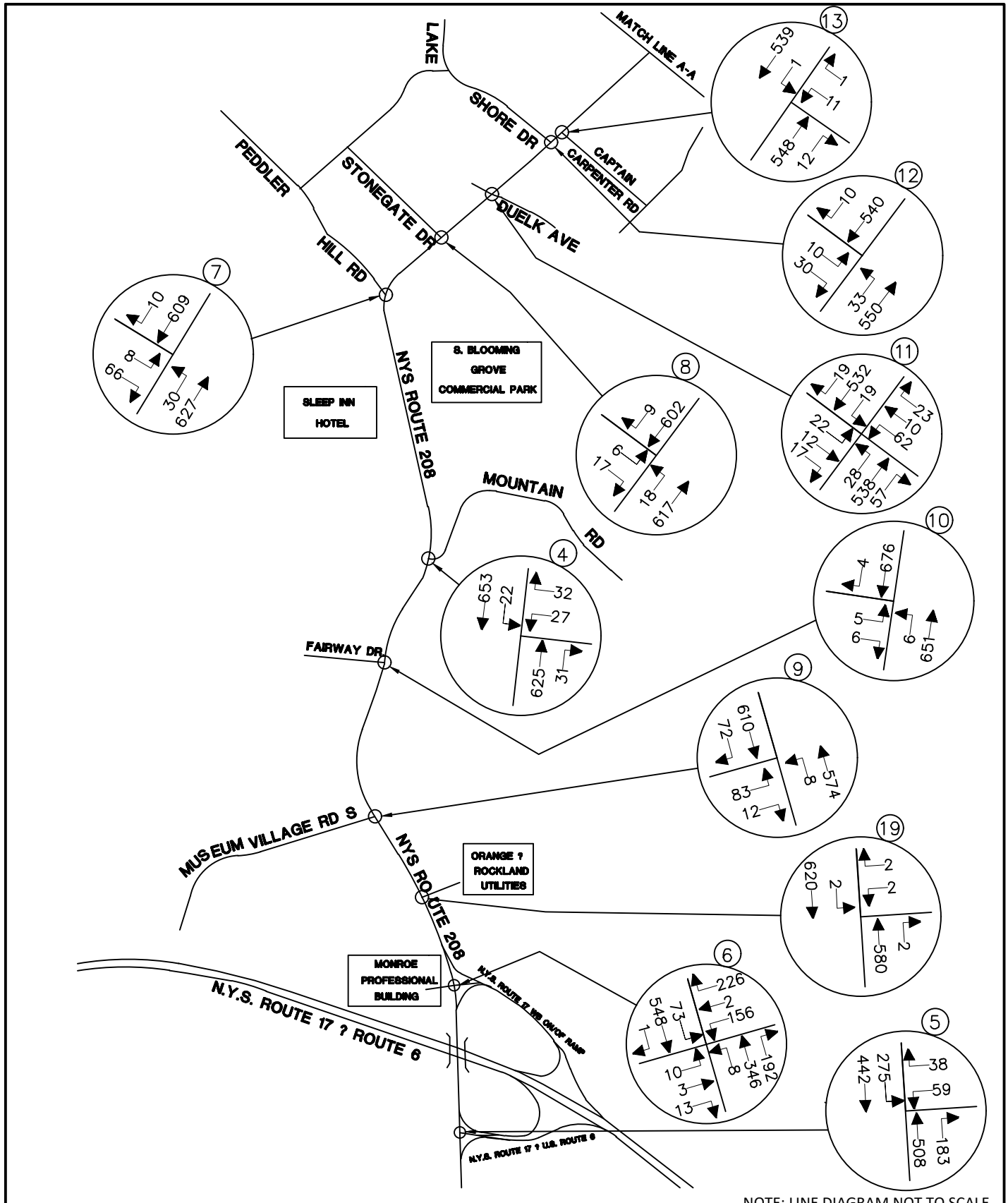

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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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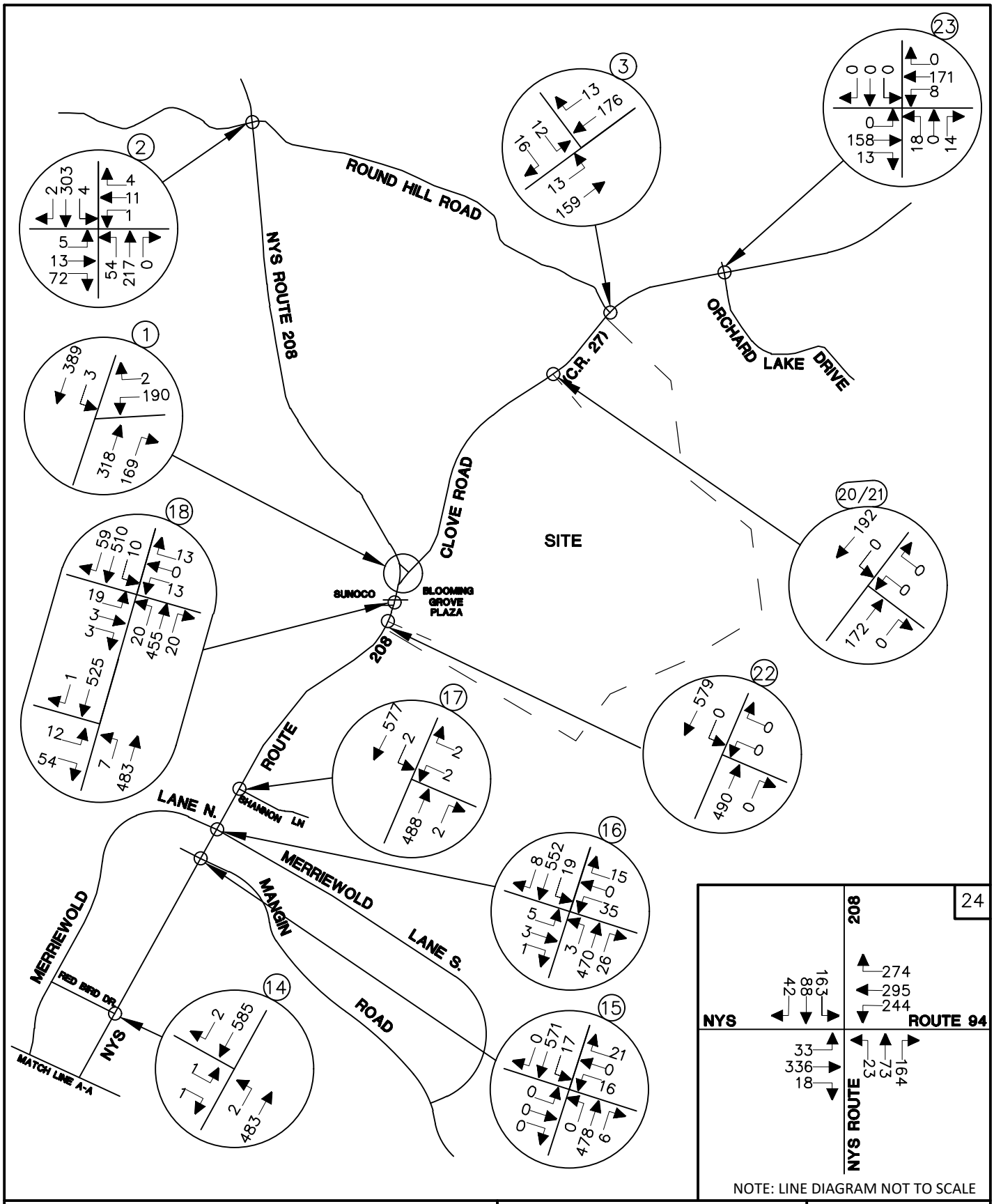

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2016 EXISTING TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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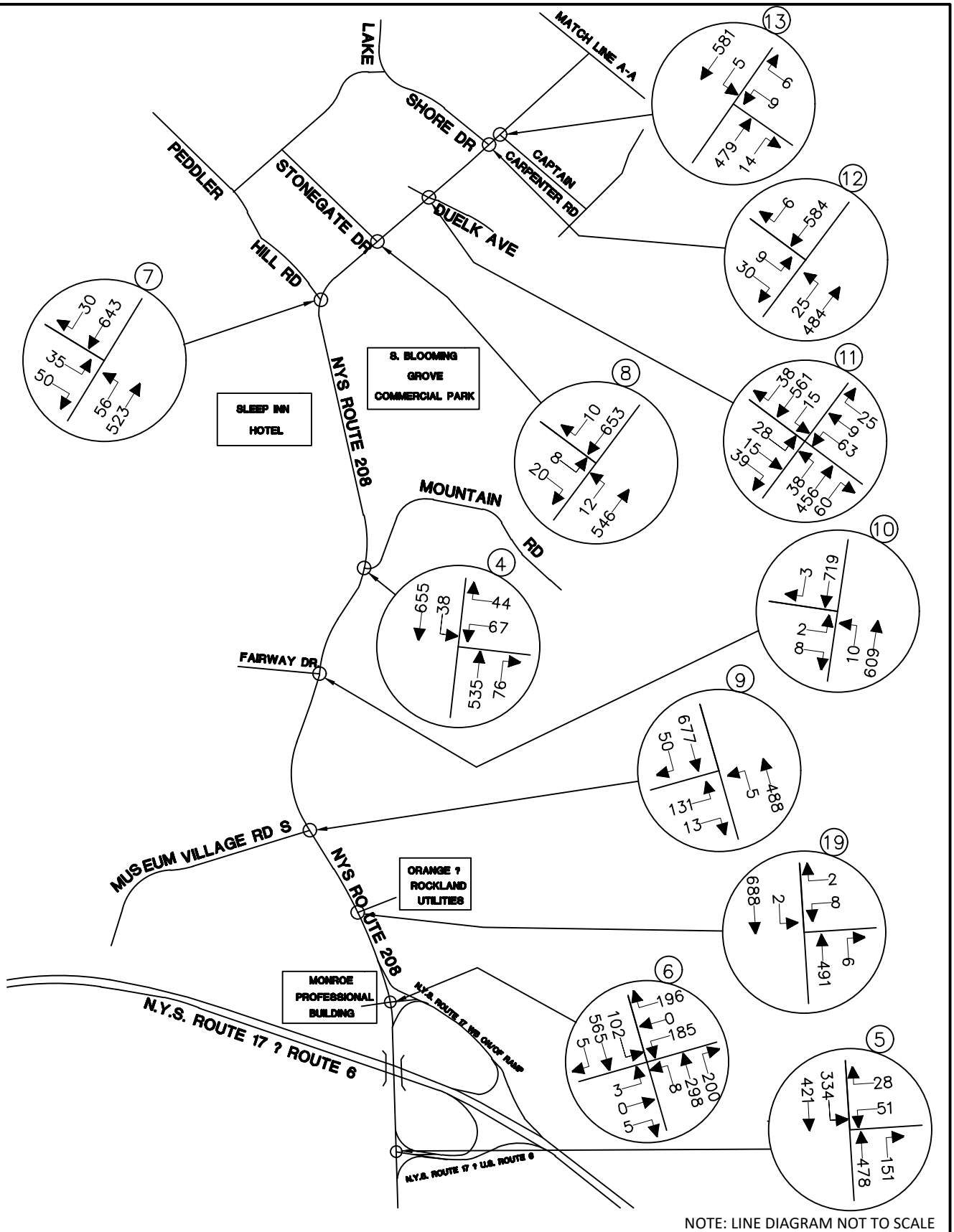

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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
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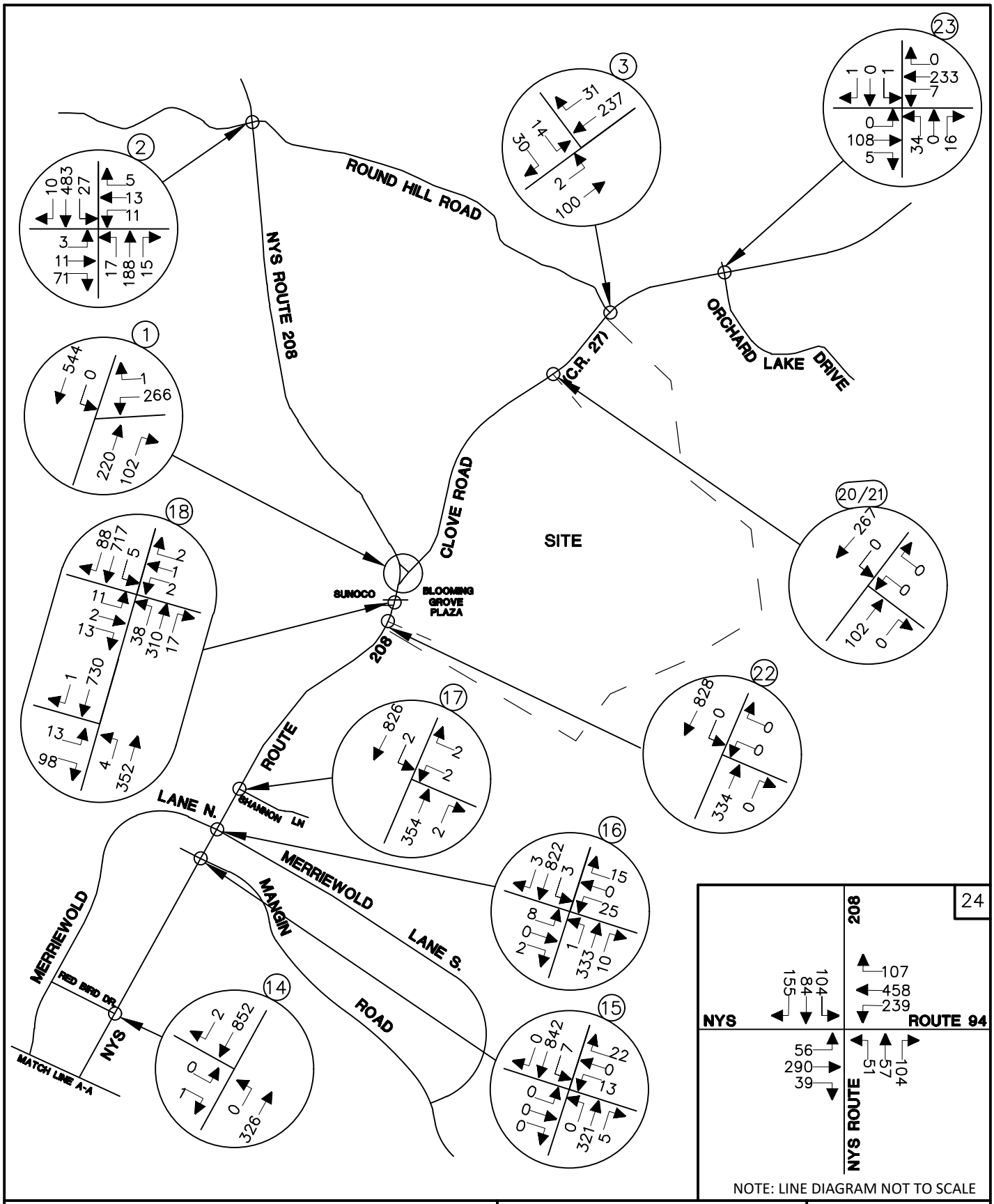

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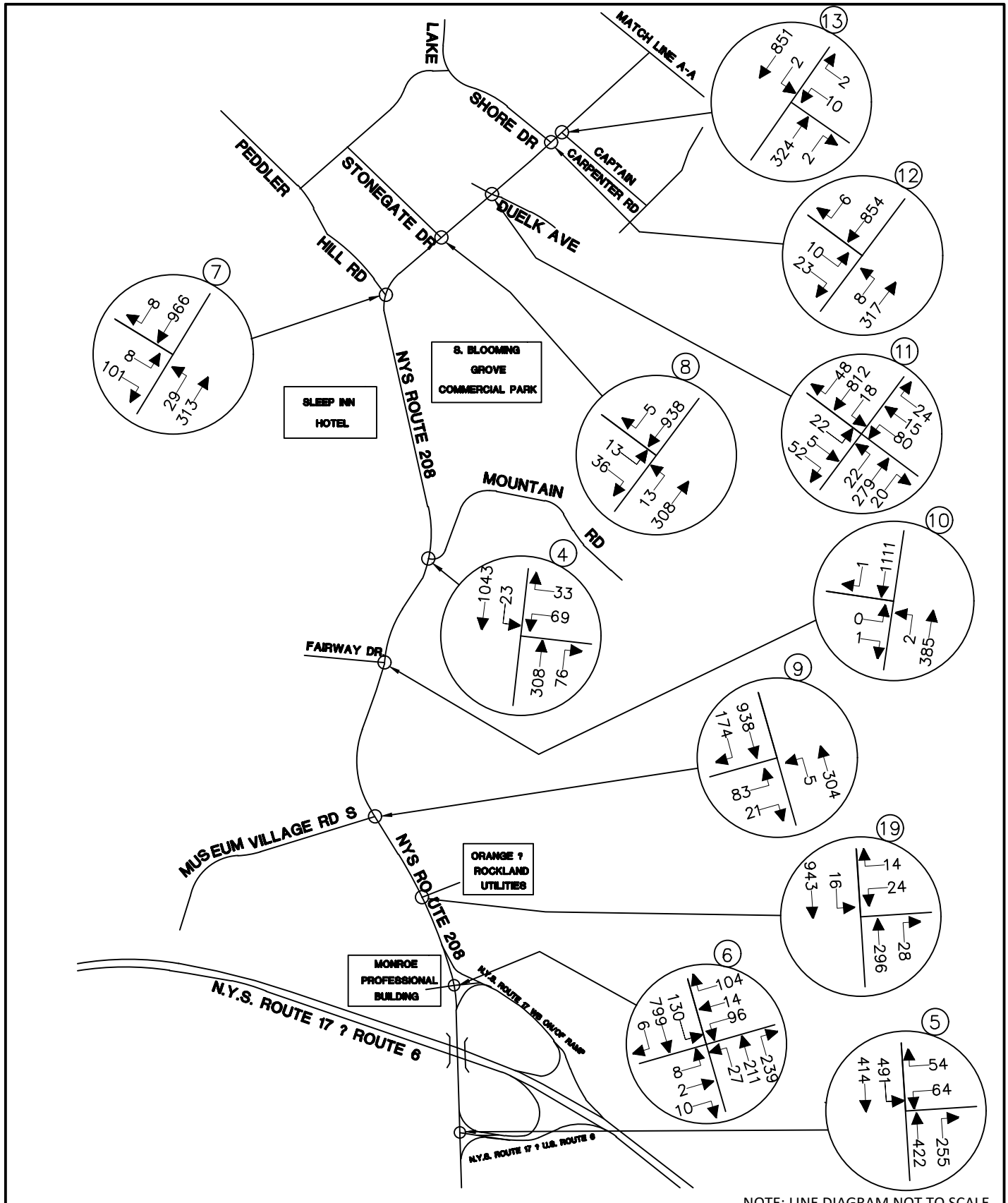
2030 FUTURE PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER: 7



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2030 FUTURE PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER:
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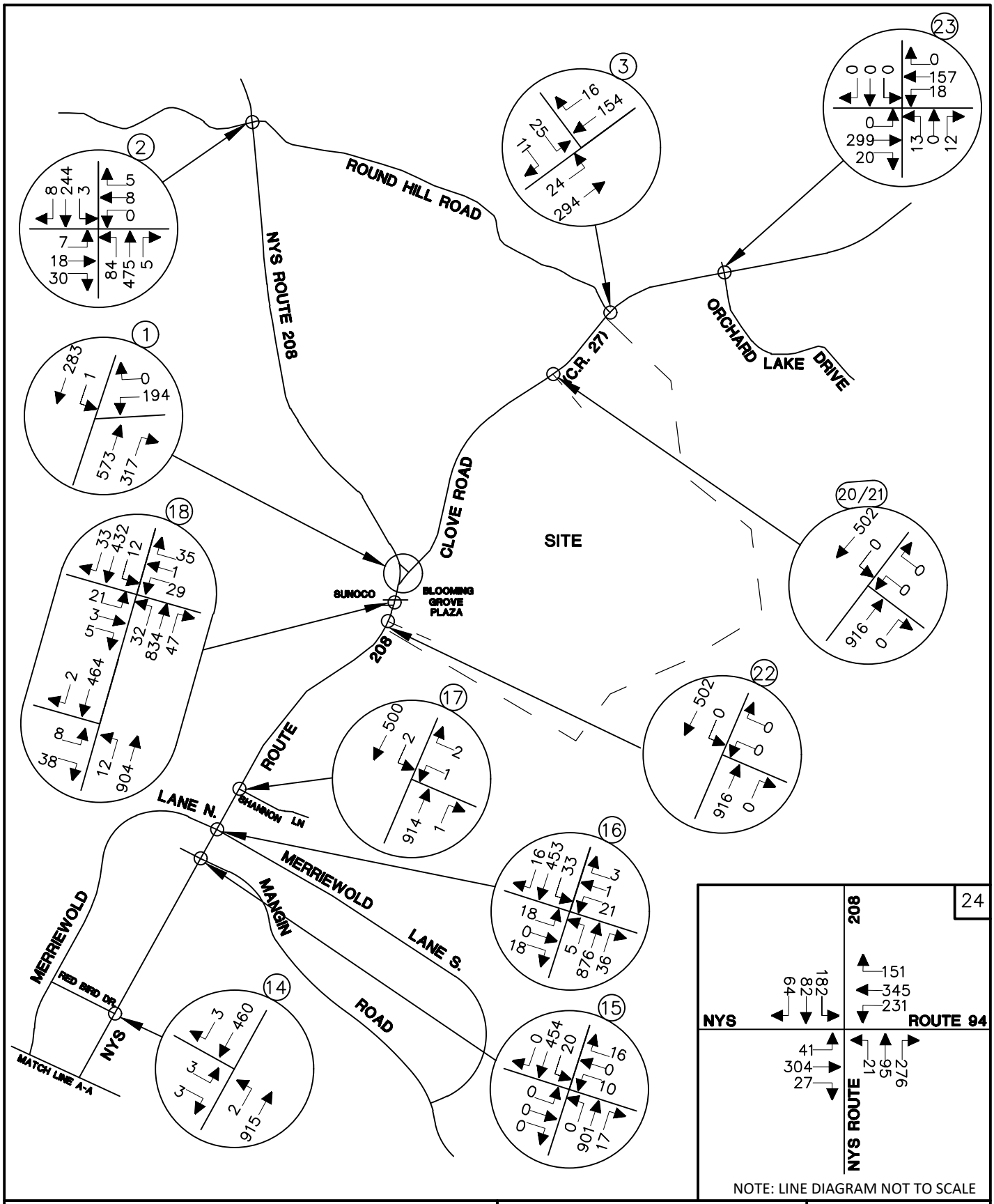

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2030 FUTURE PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
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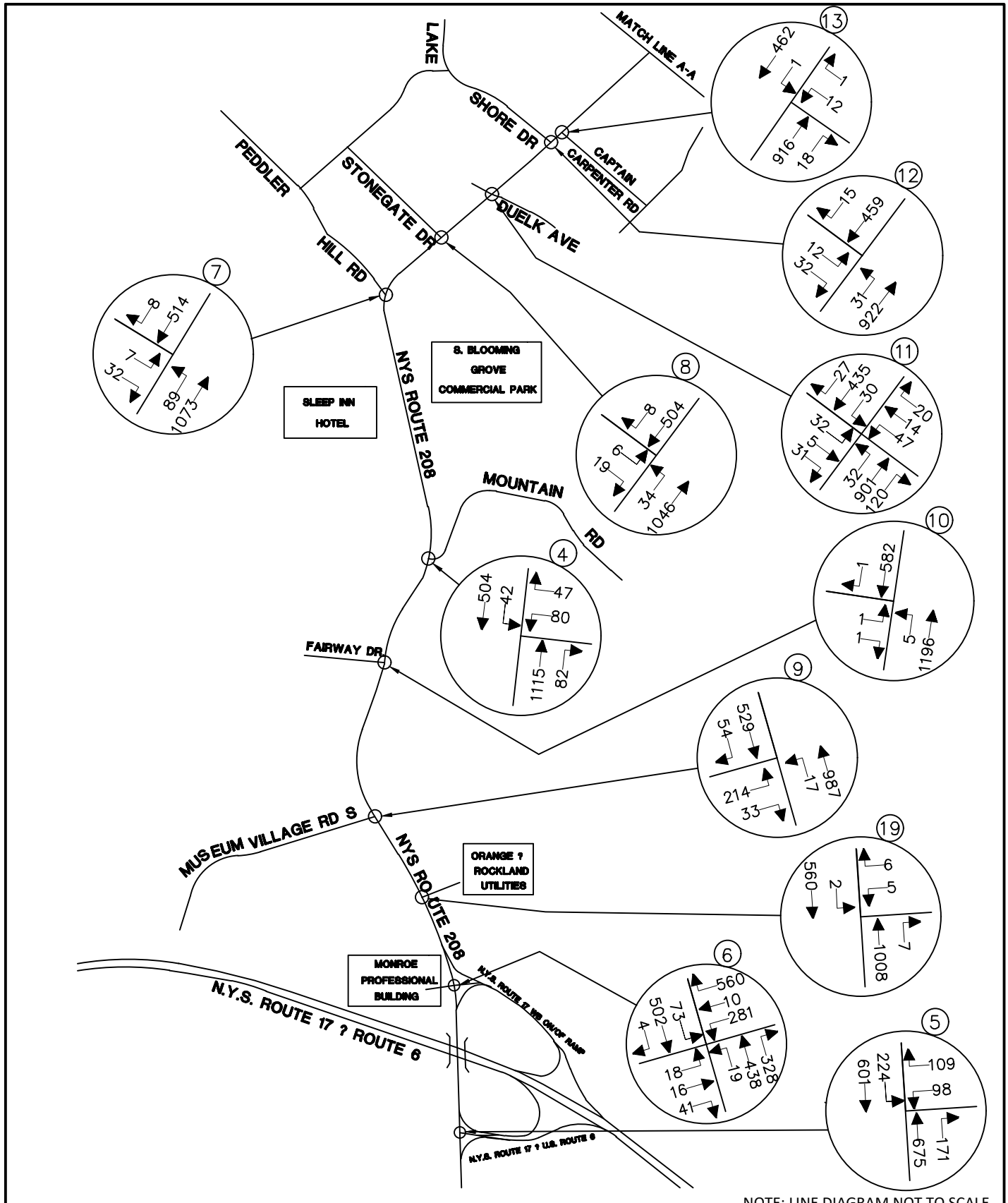

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WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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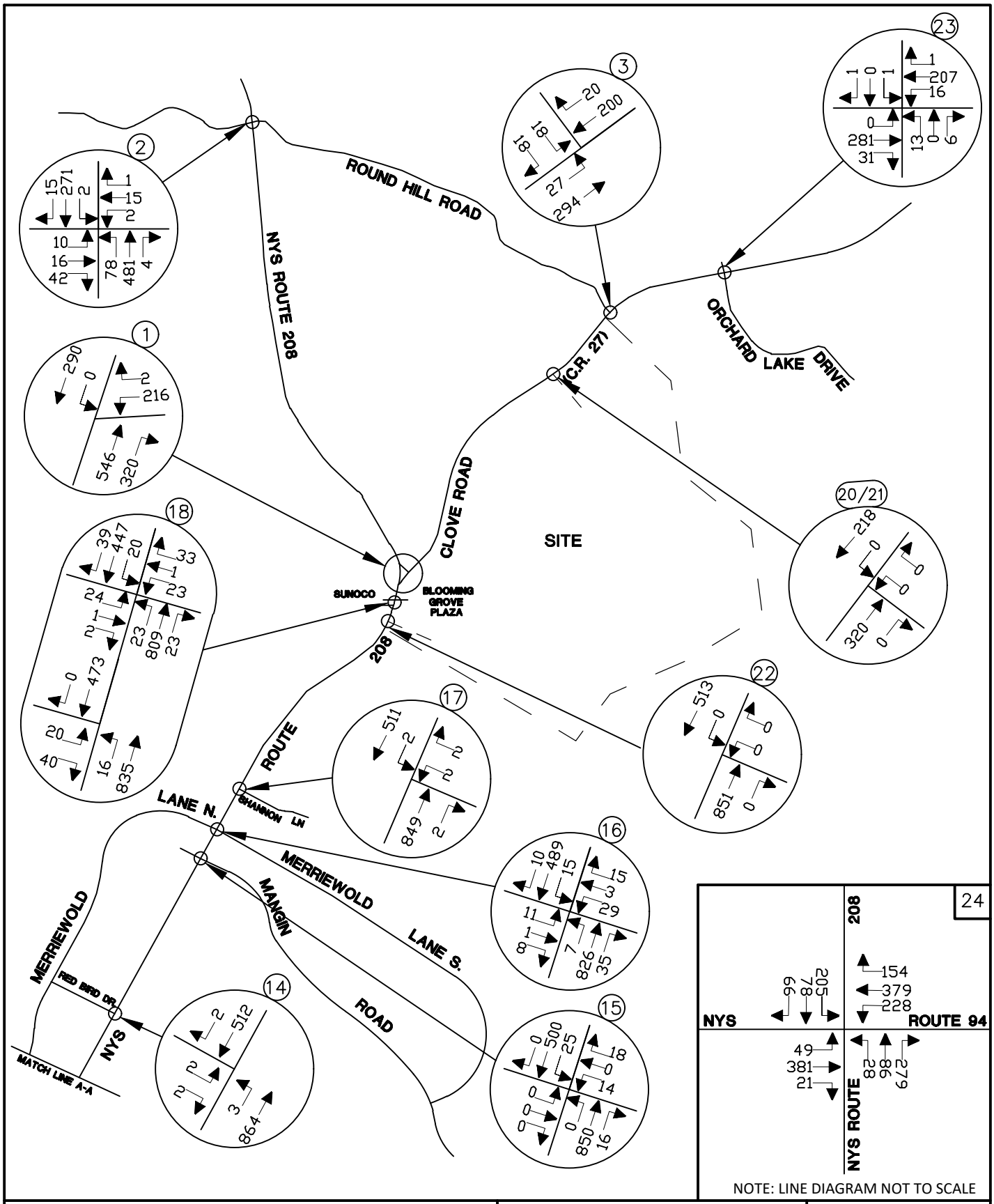

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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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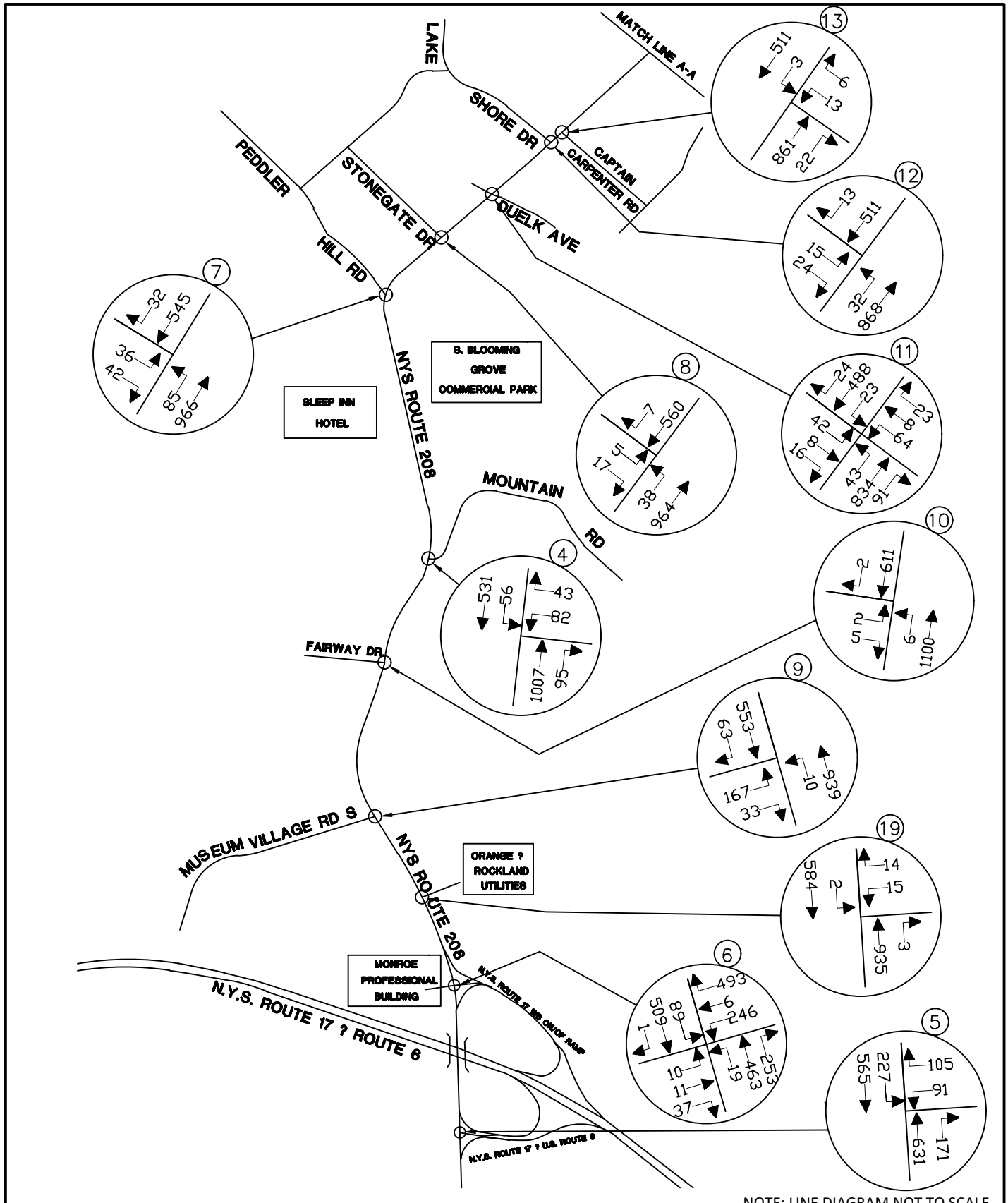

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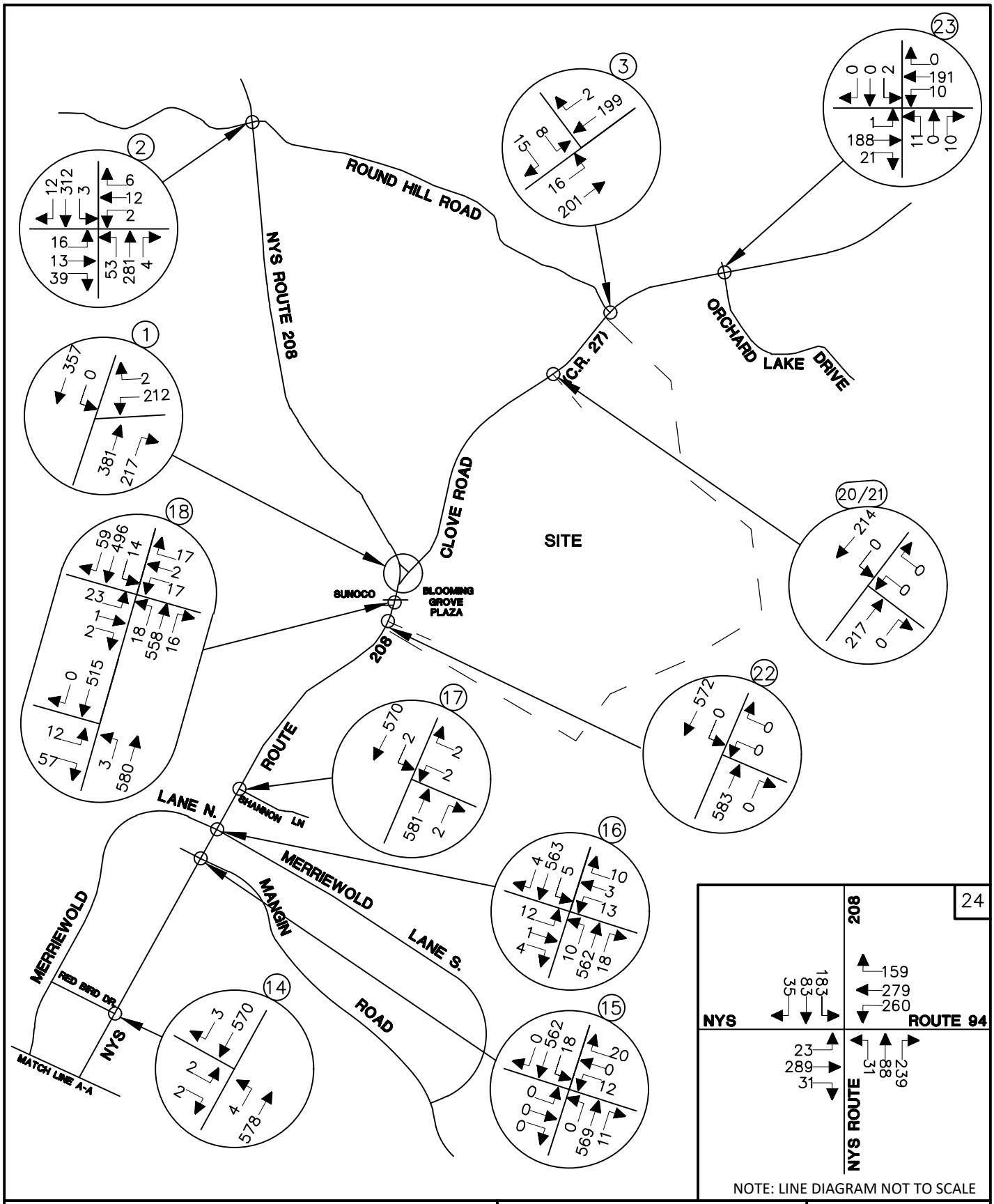
2030 FUTURE PROJECTED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER: 9A



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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
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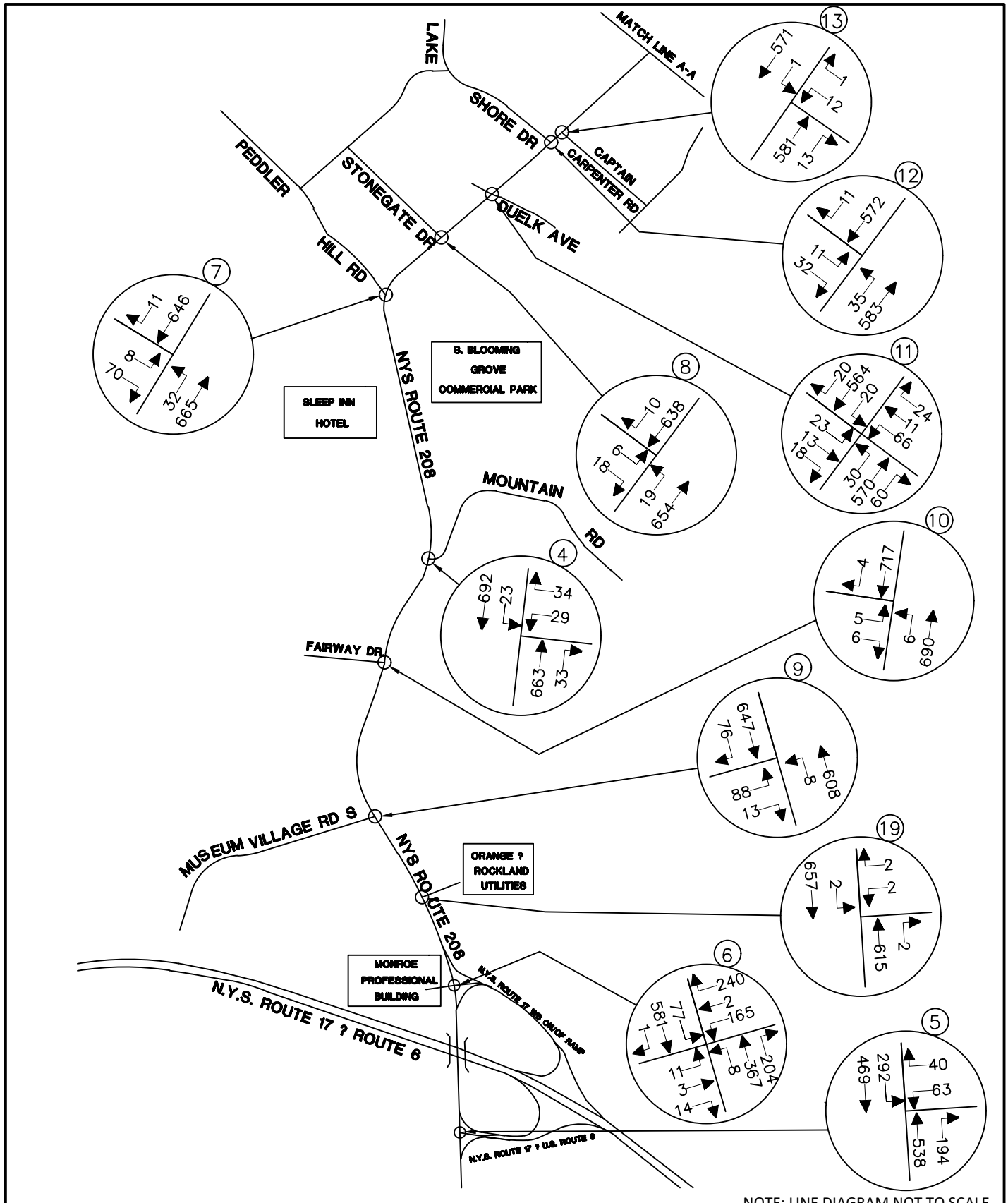

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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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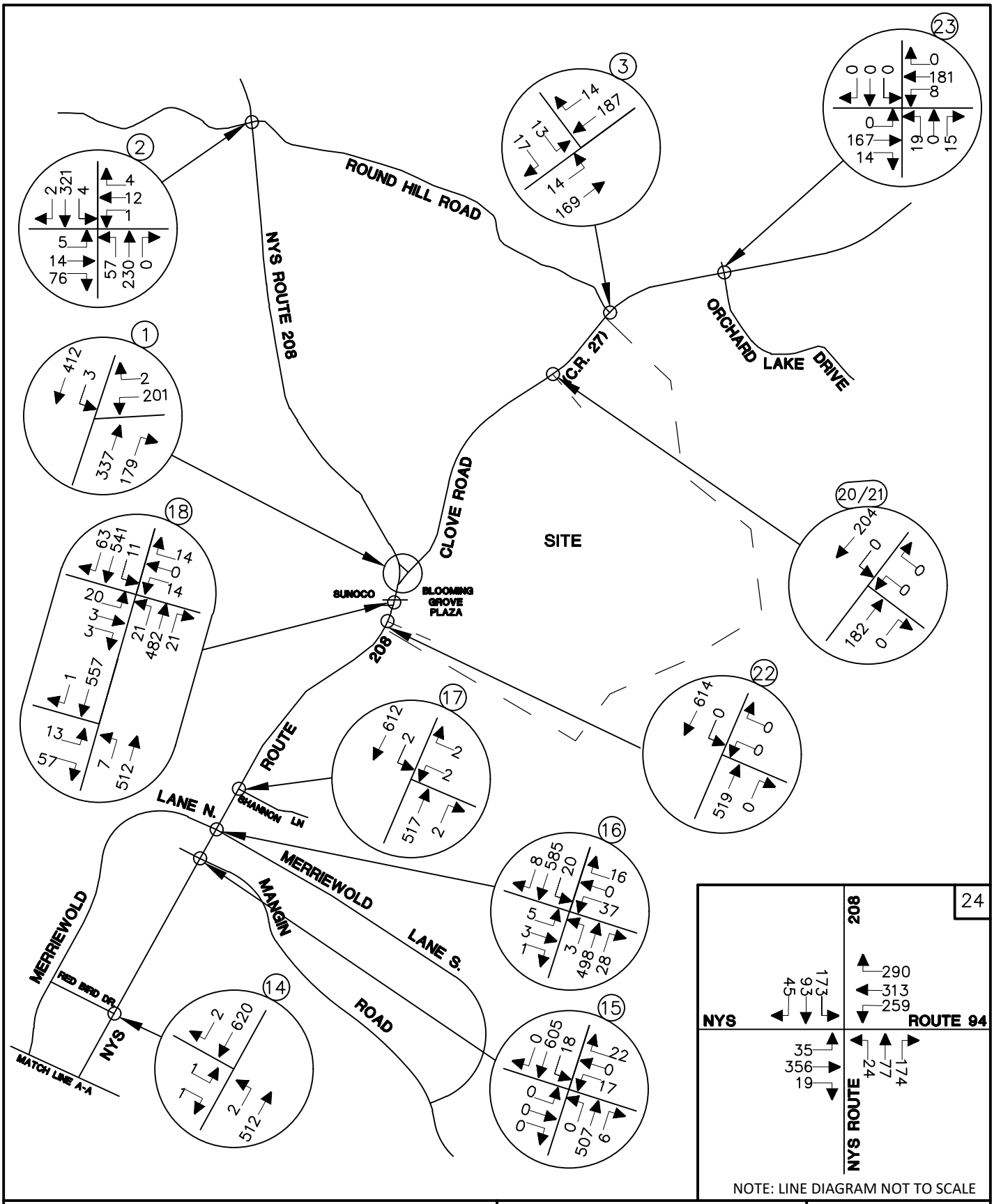
FIGURE NUMBER: 10A



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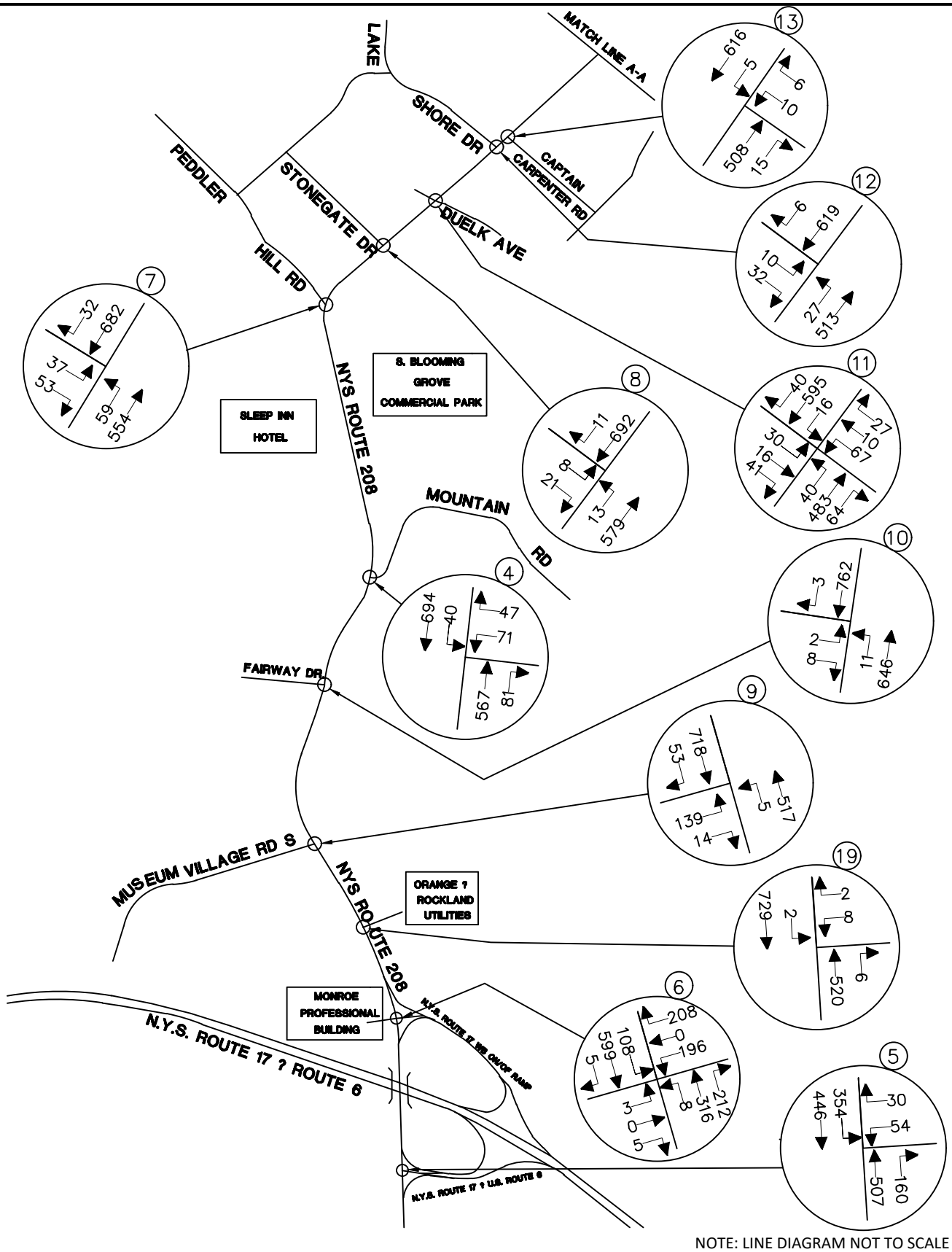

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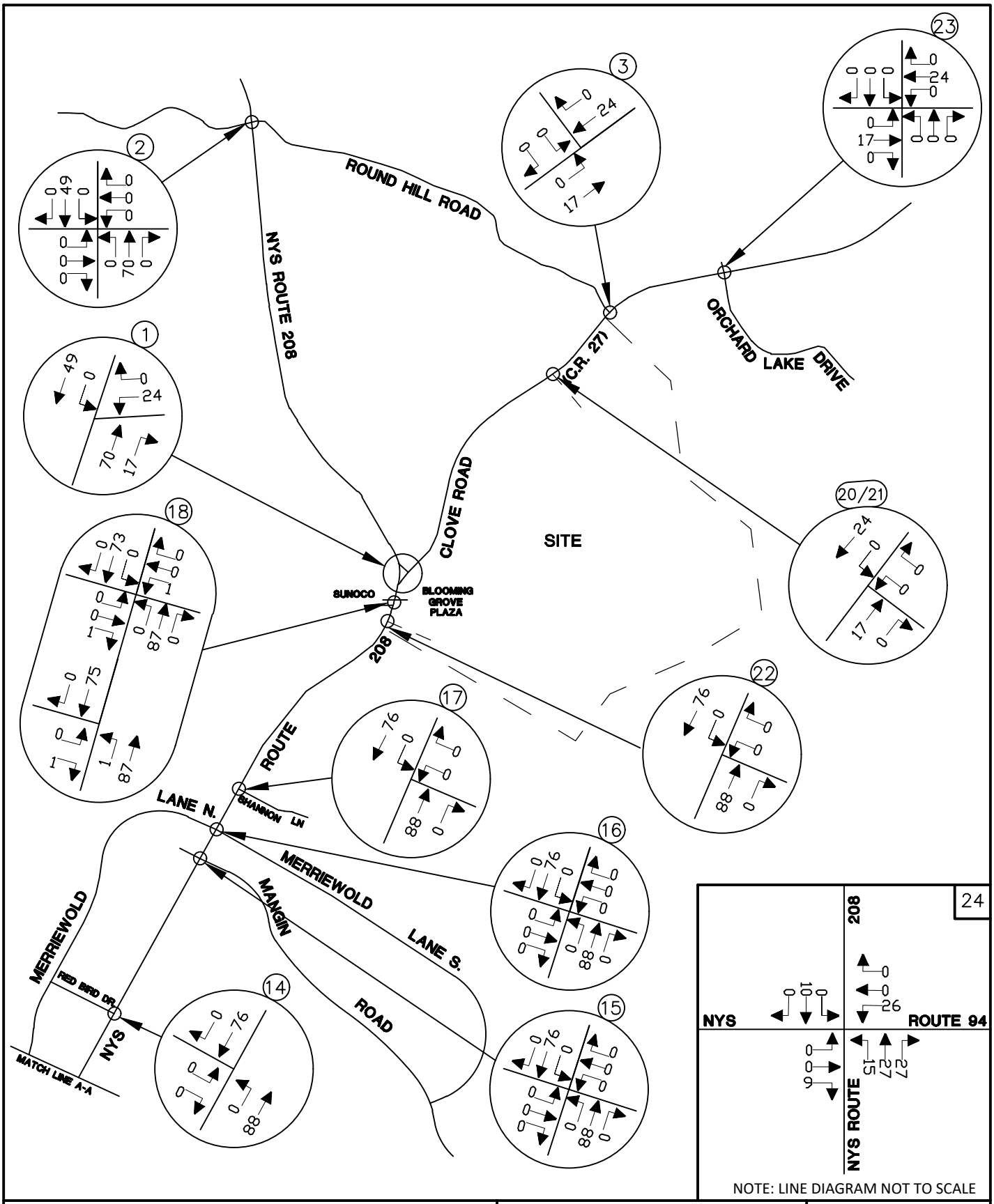
FIGURE NUMBER:
11A



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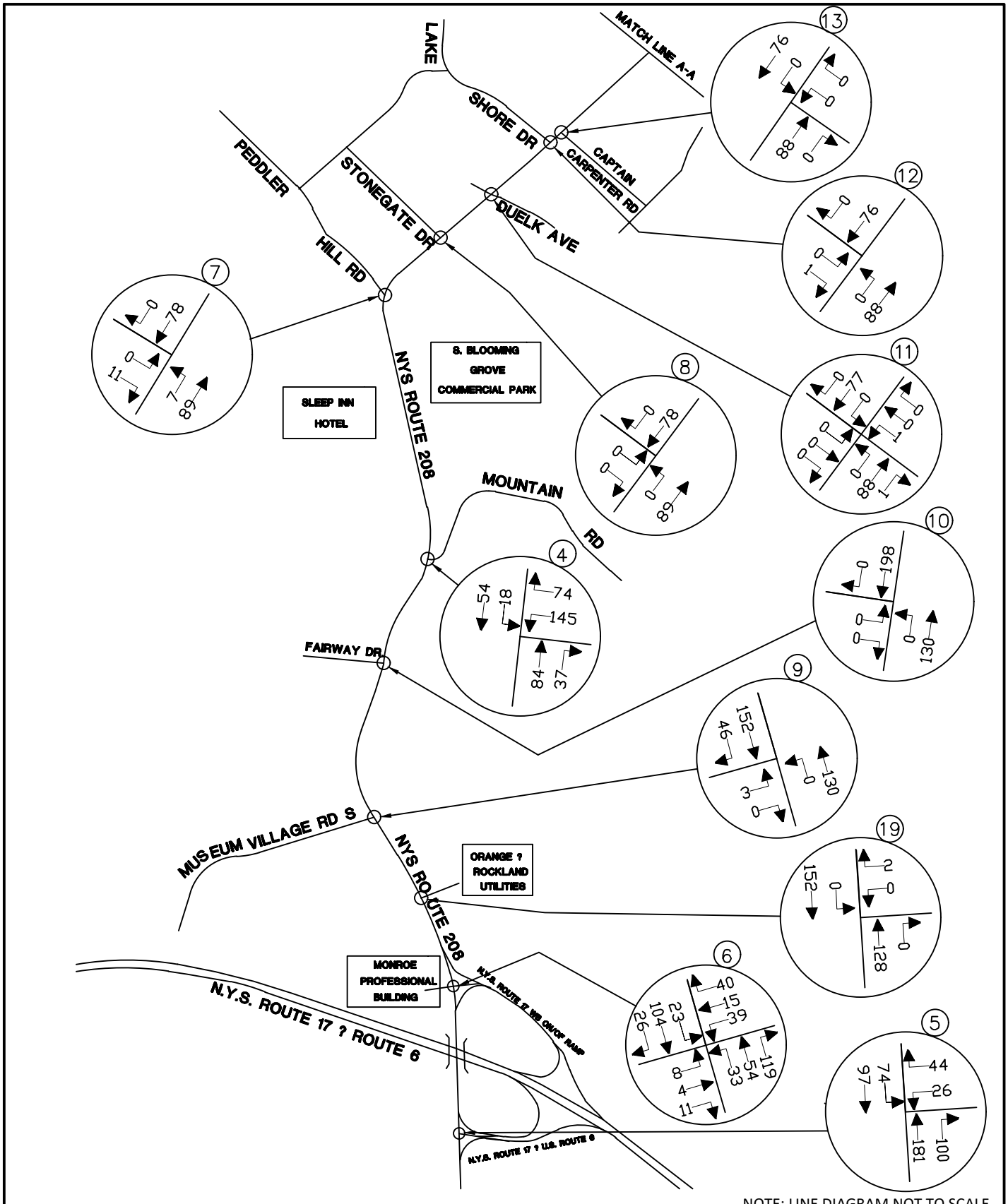
CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
12	



NOTE: LINE DIAGRAM NOT TO SCALE

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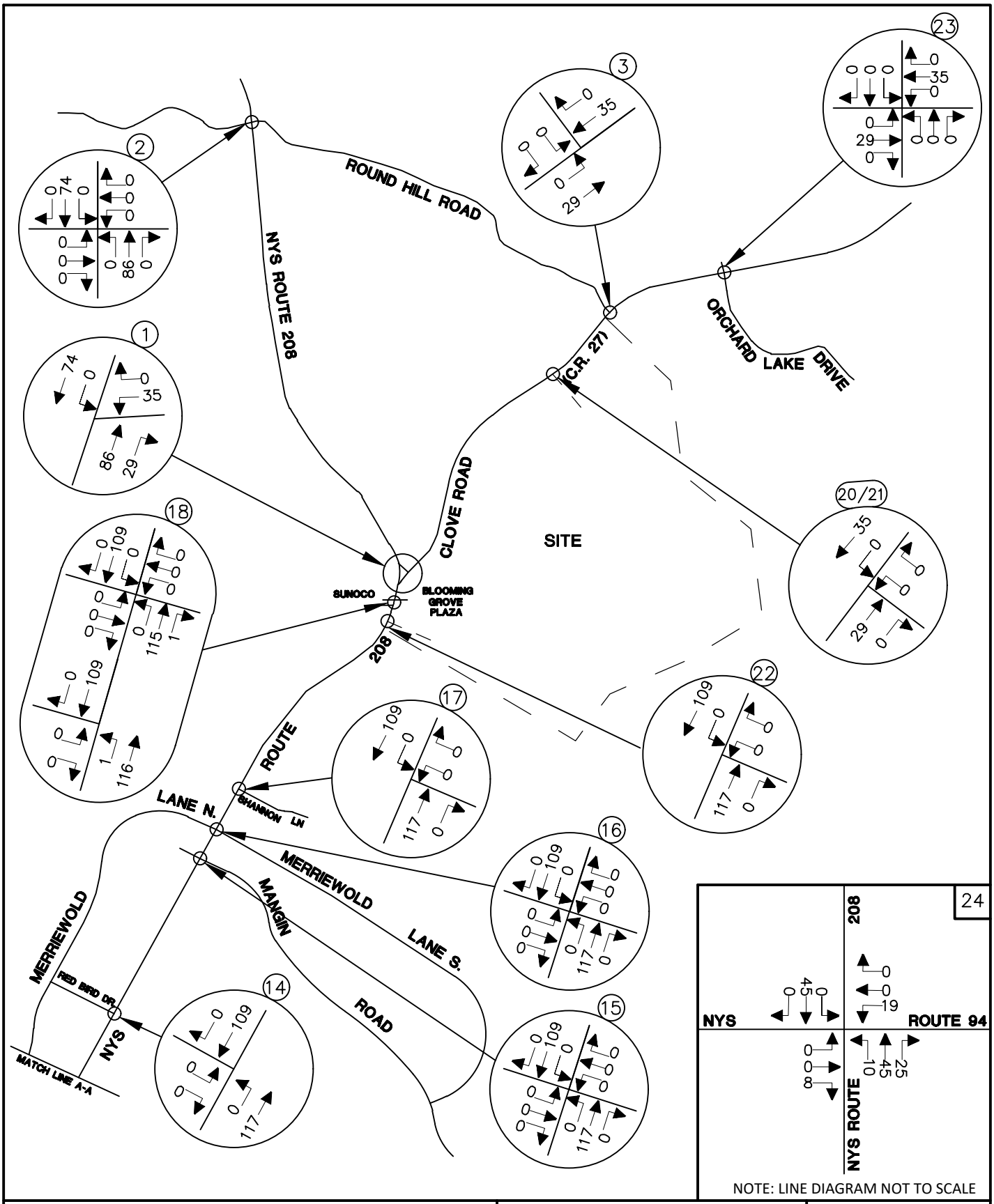
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
12A	



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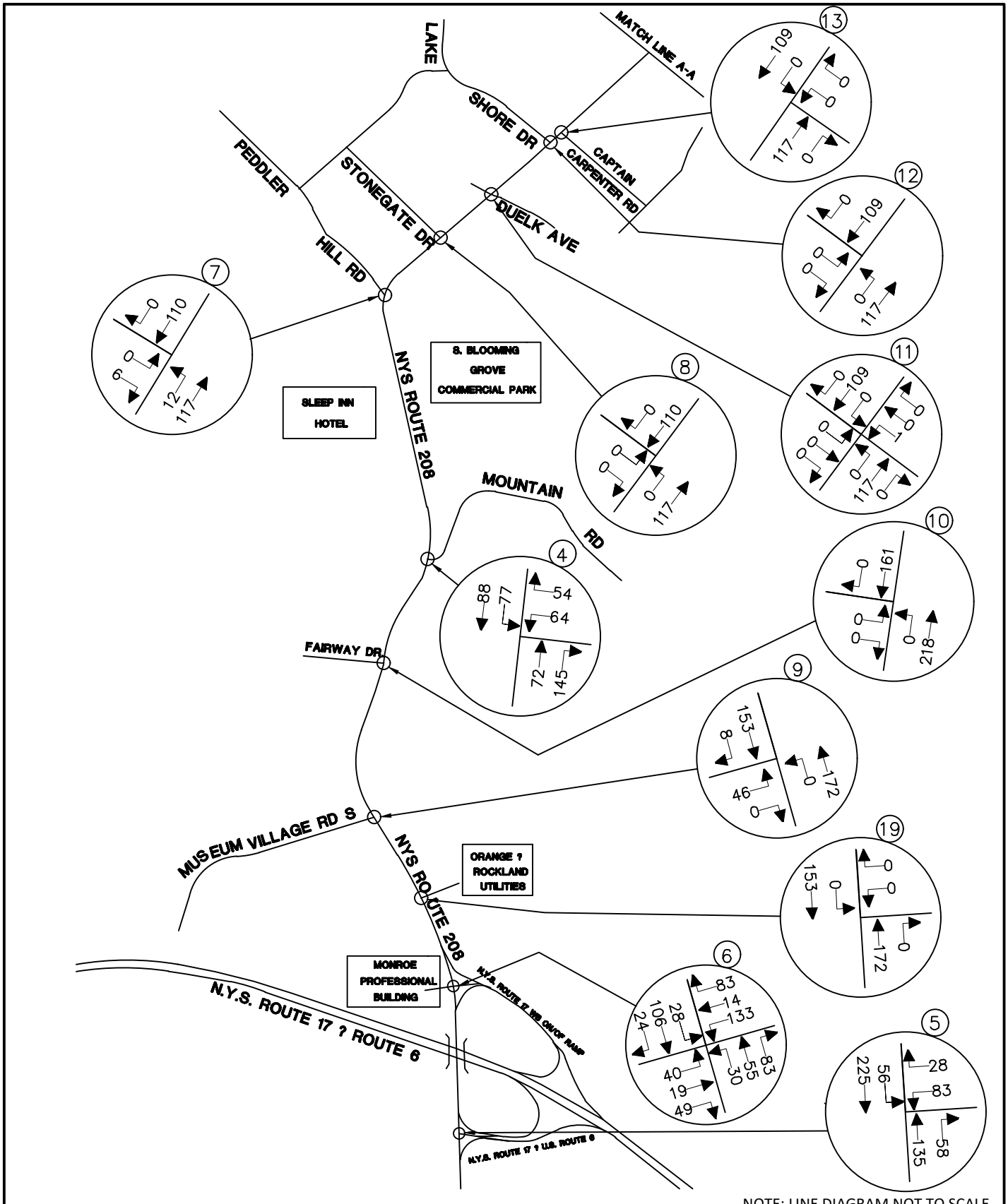
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
13	



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TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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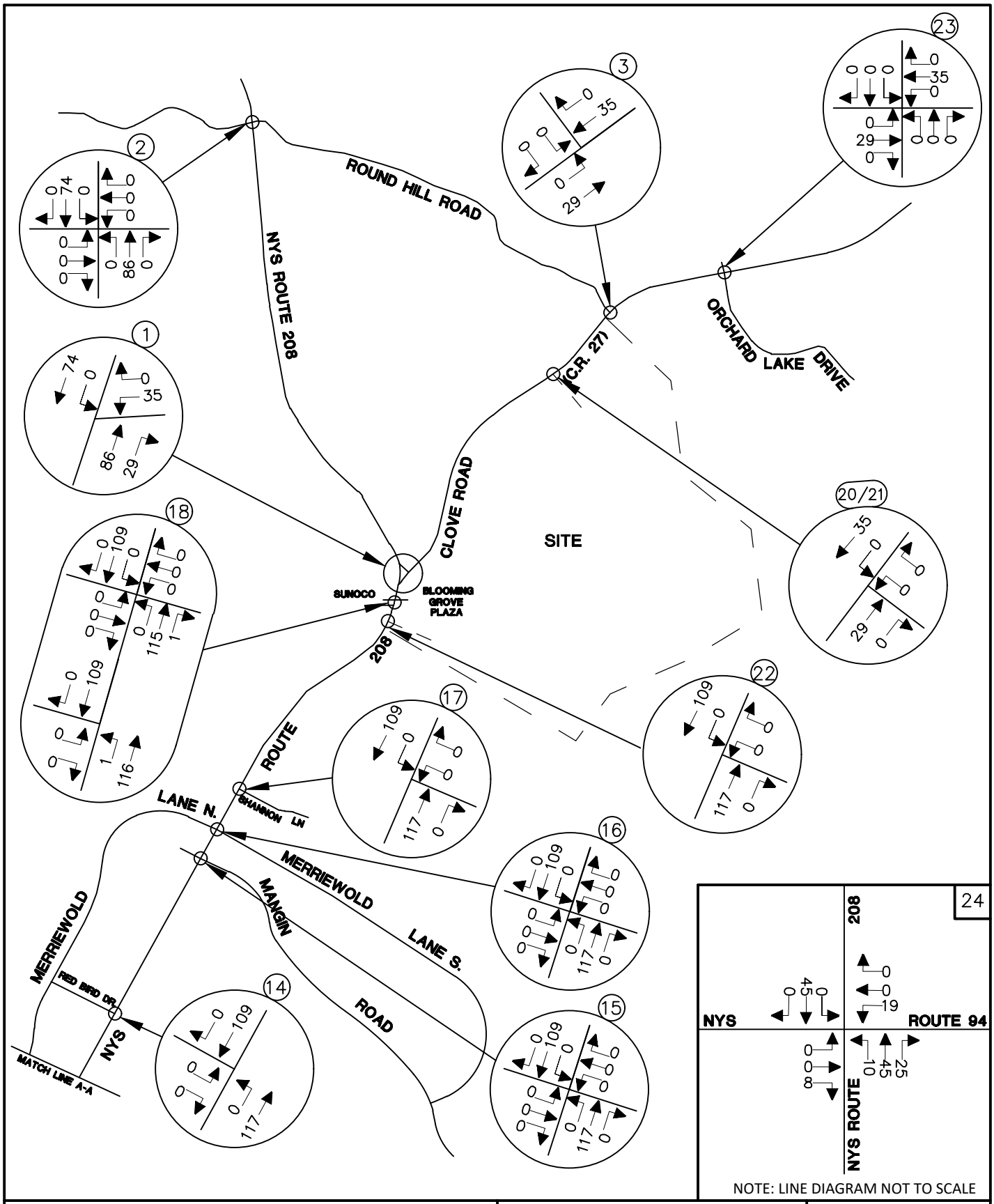

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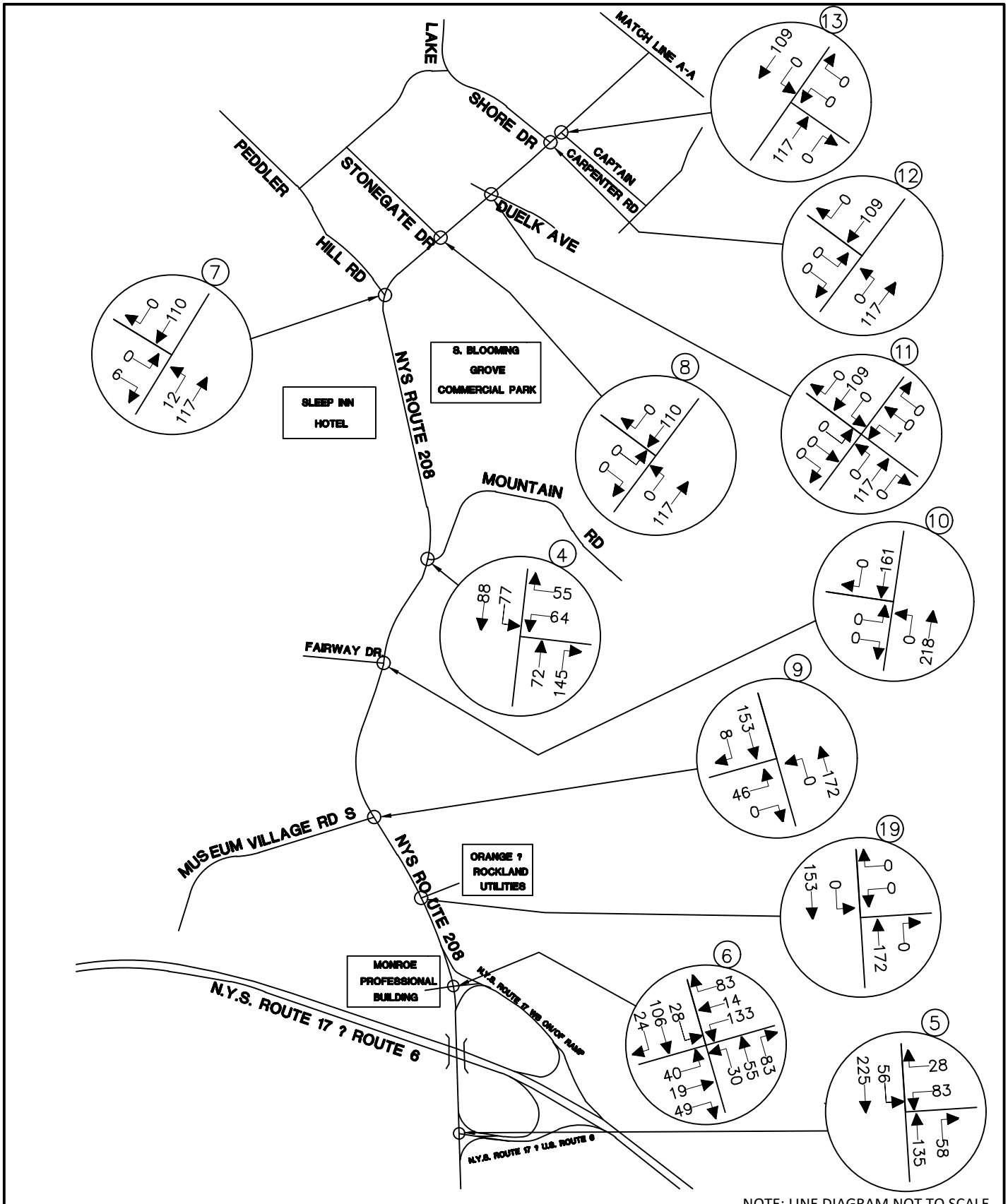
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
14	



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TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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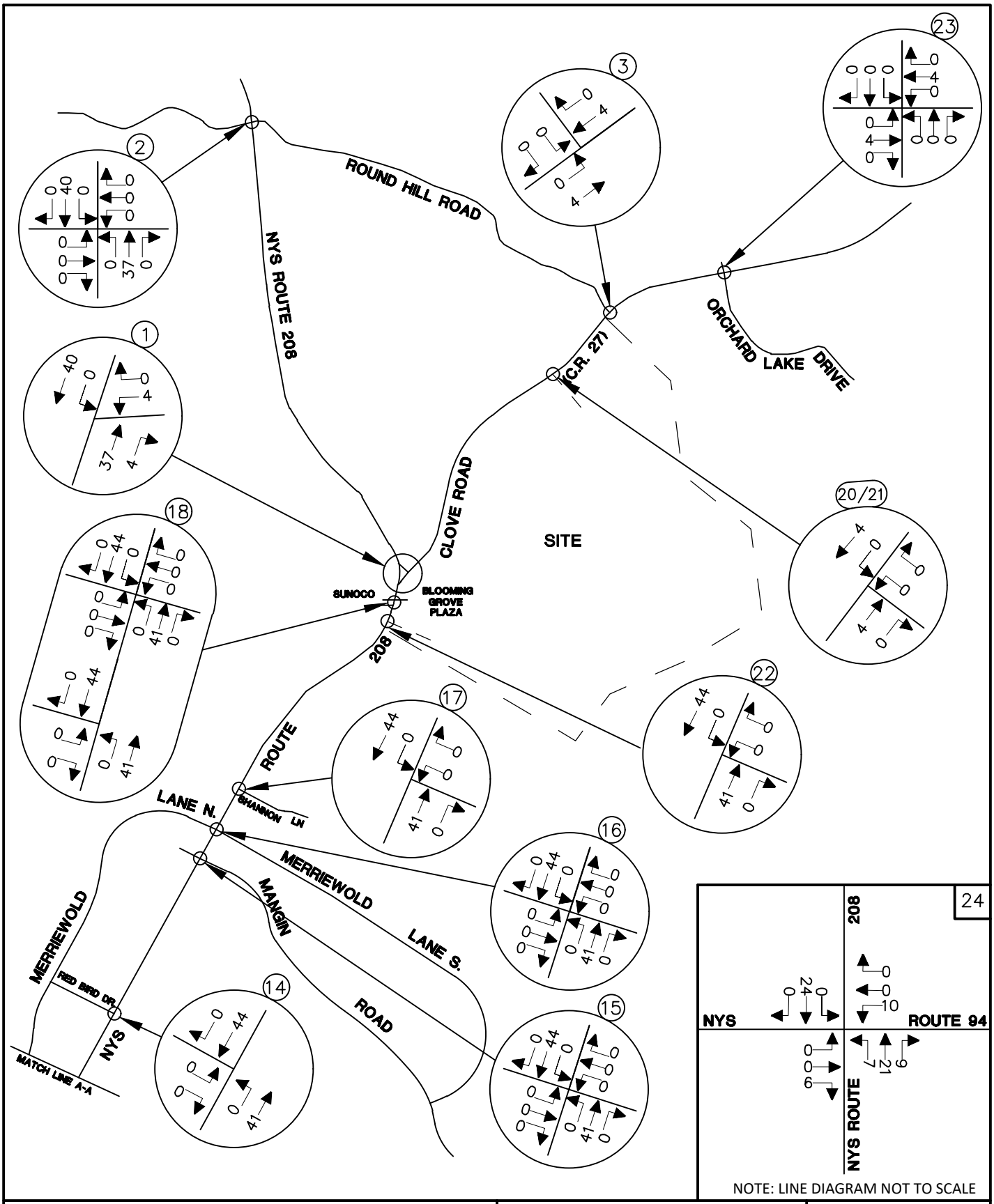

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TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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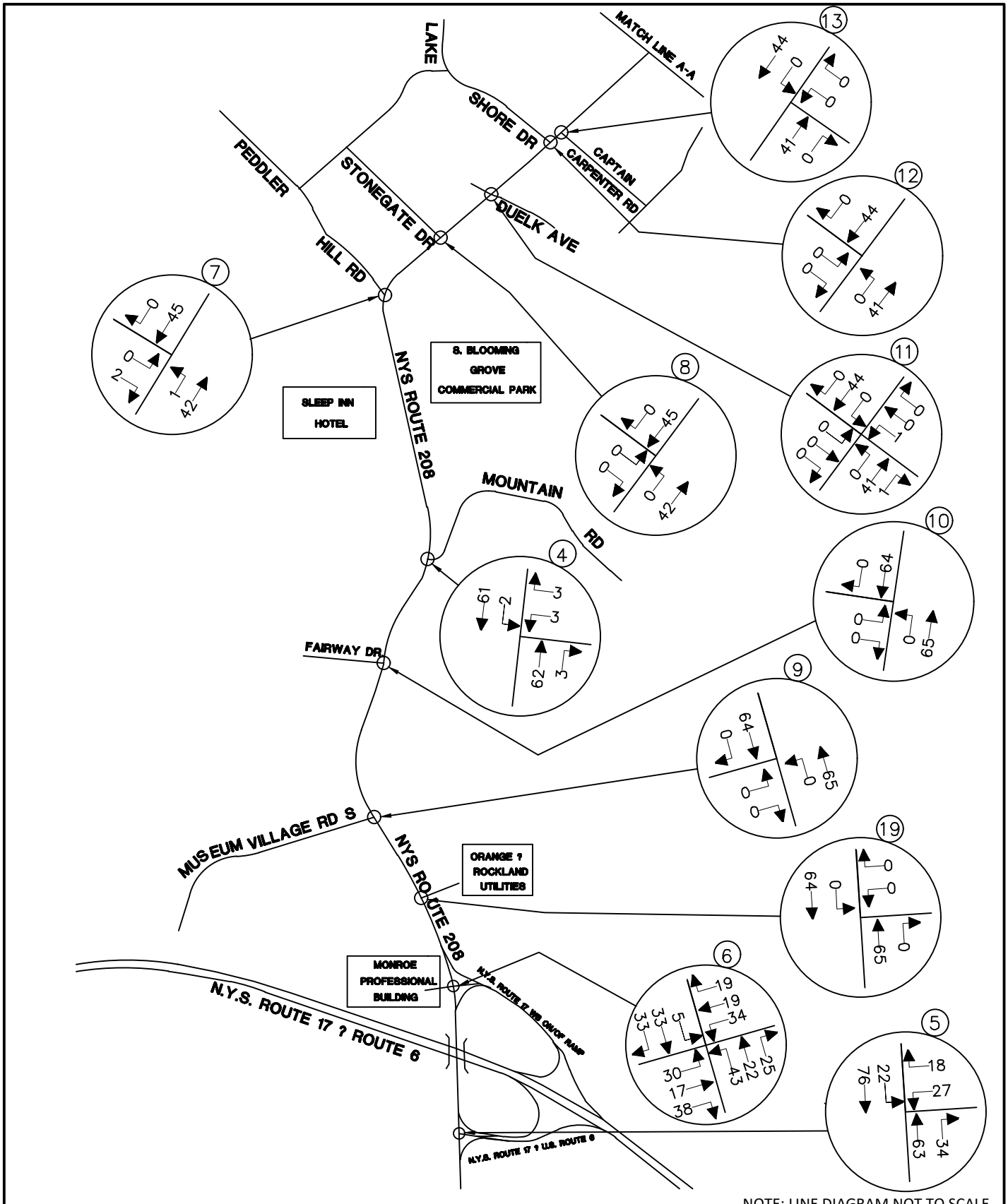

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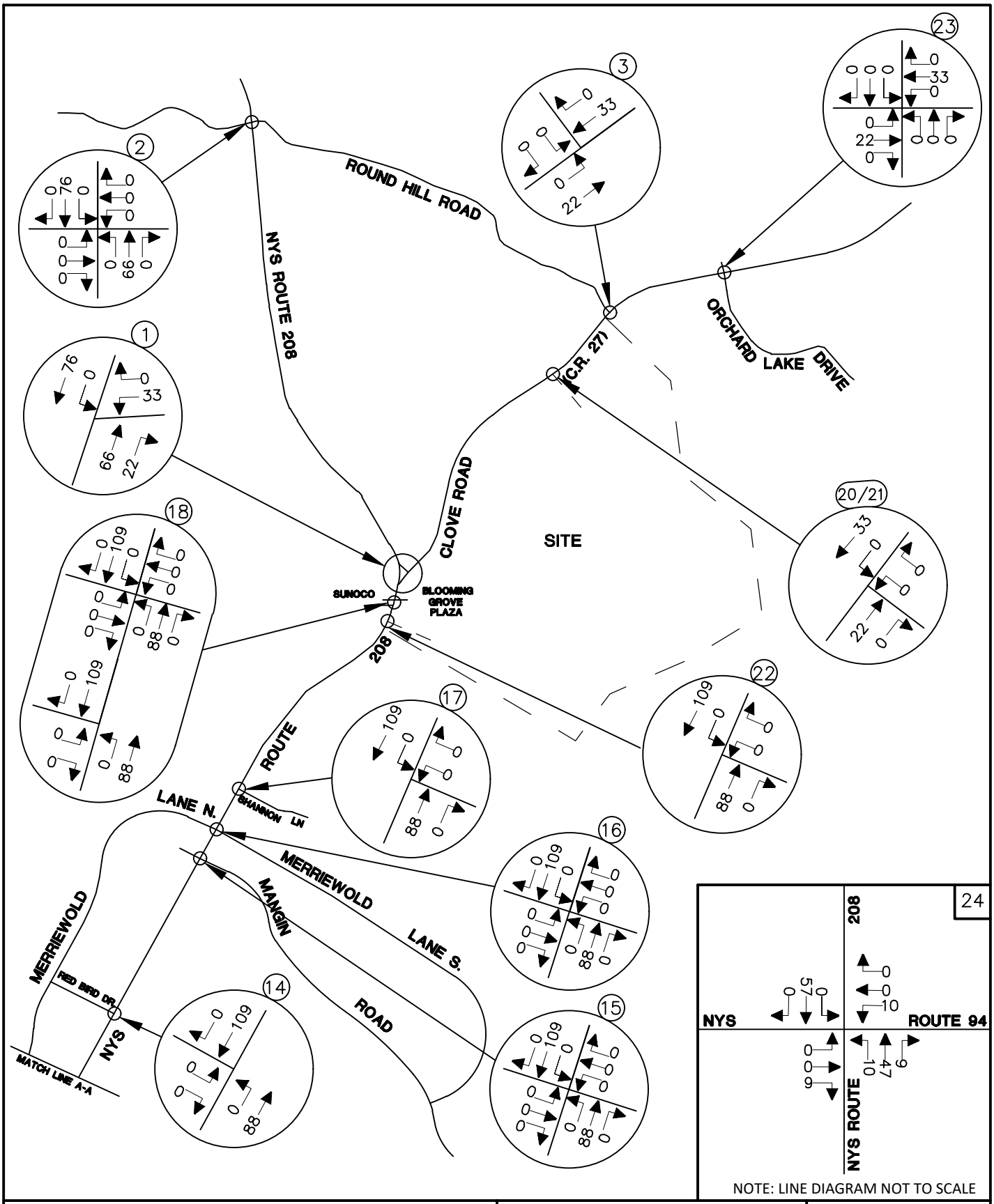
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
15A	



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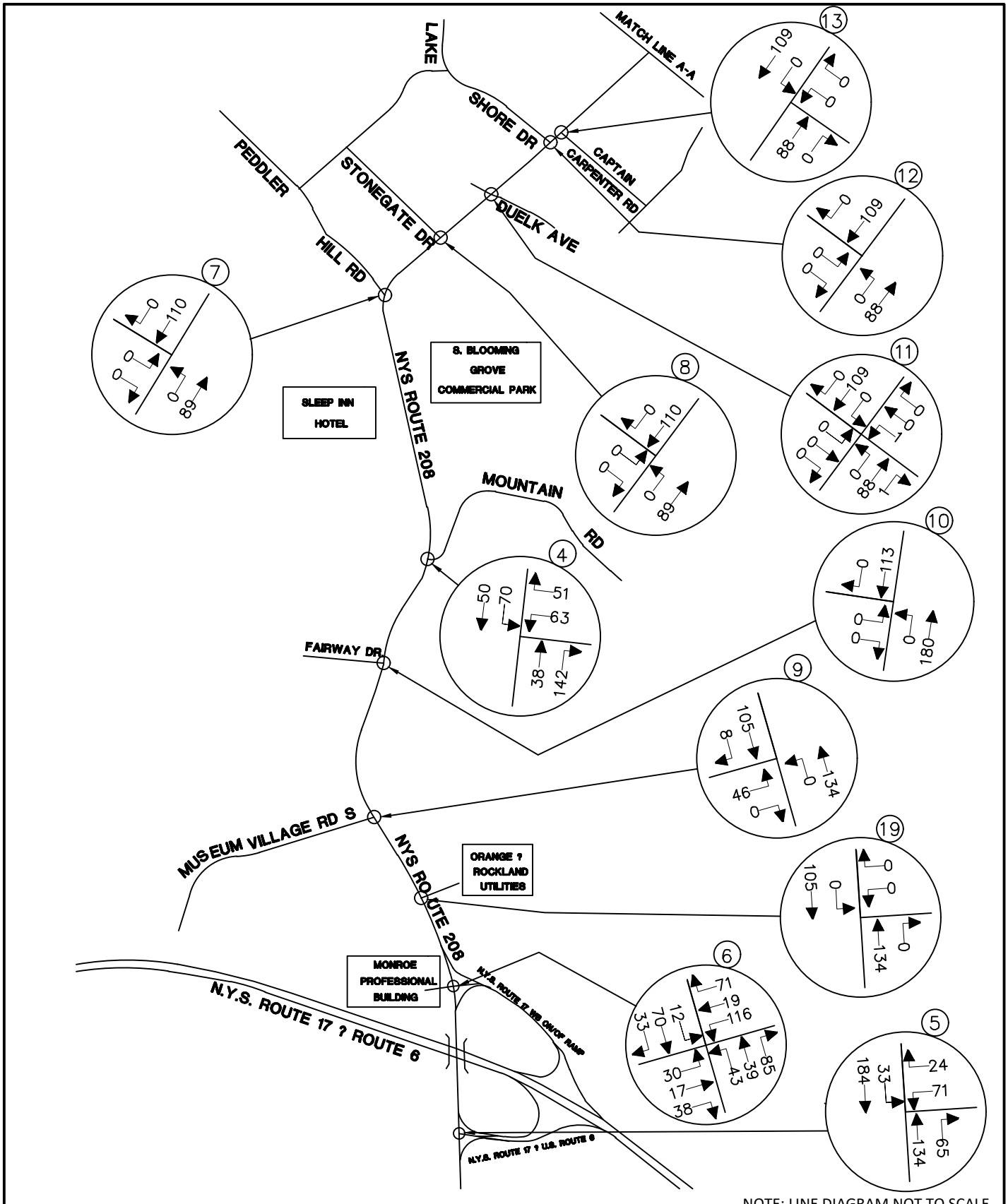
VILLAGE OF S. BLOOMING GROVE, NEW YORK

TOTAL OTHER DEVELOPMEMT
TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
16	



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TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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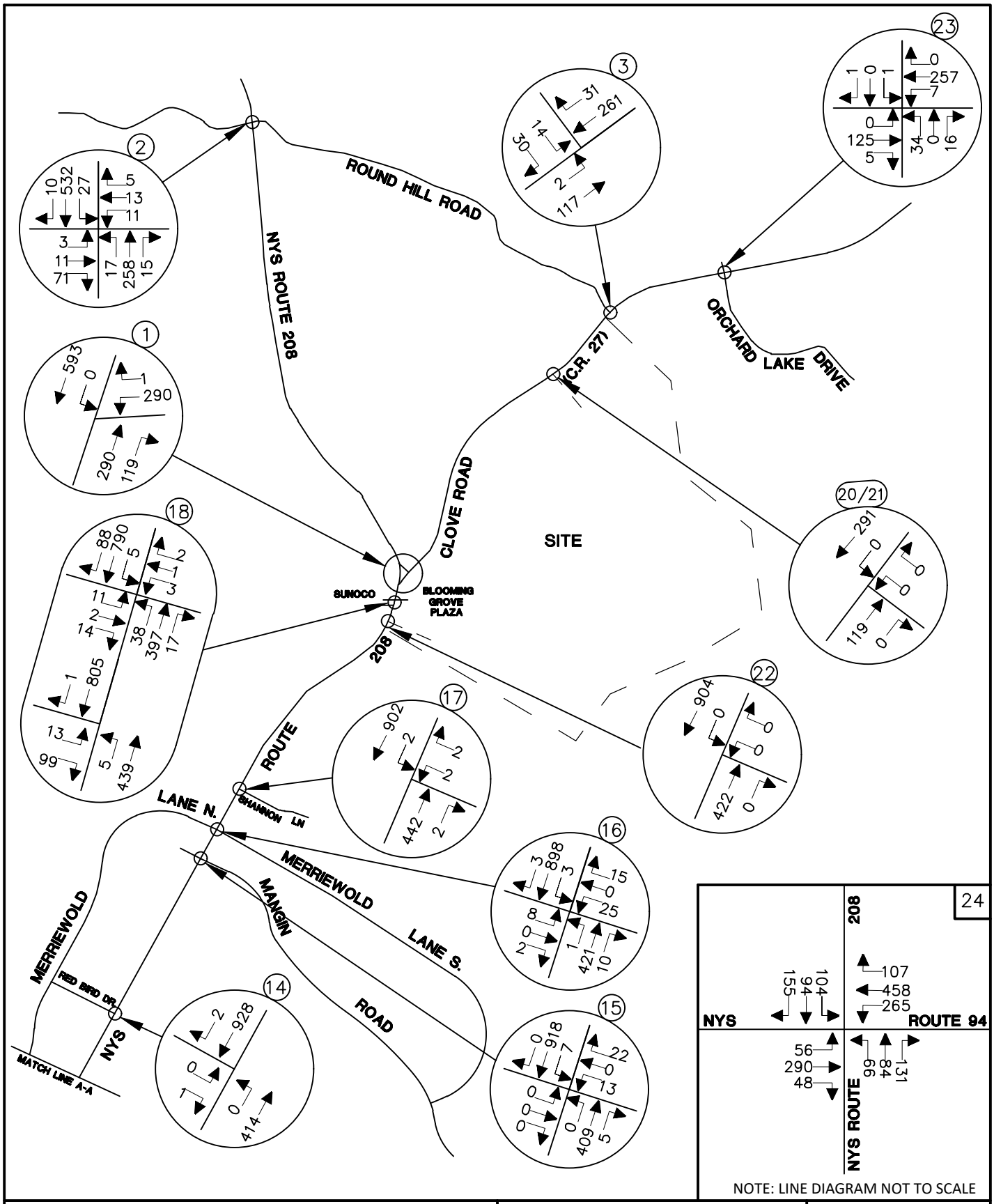

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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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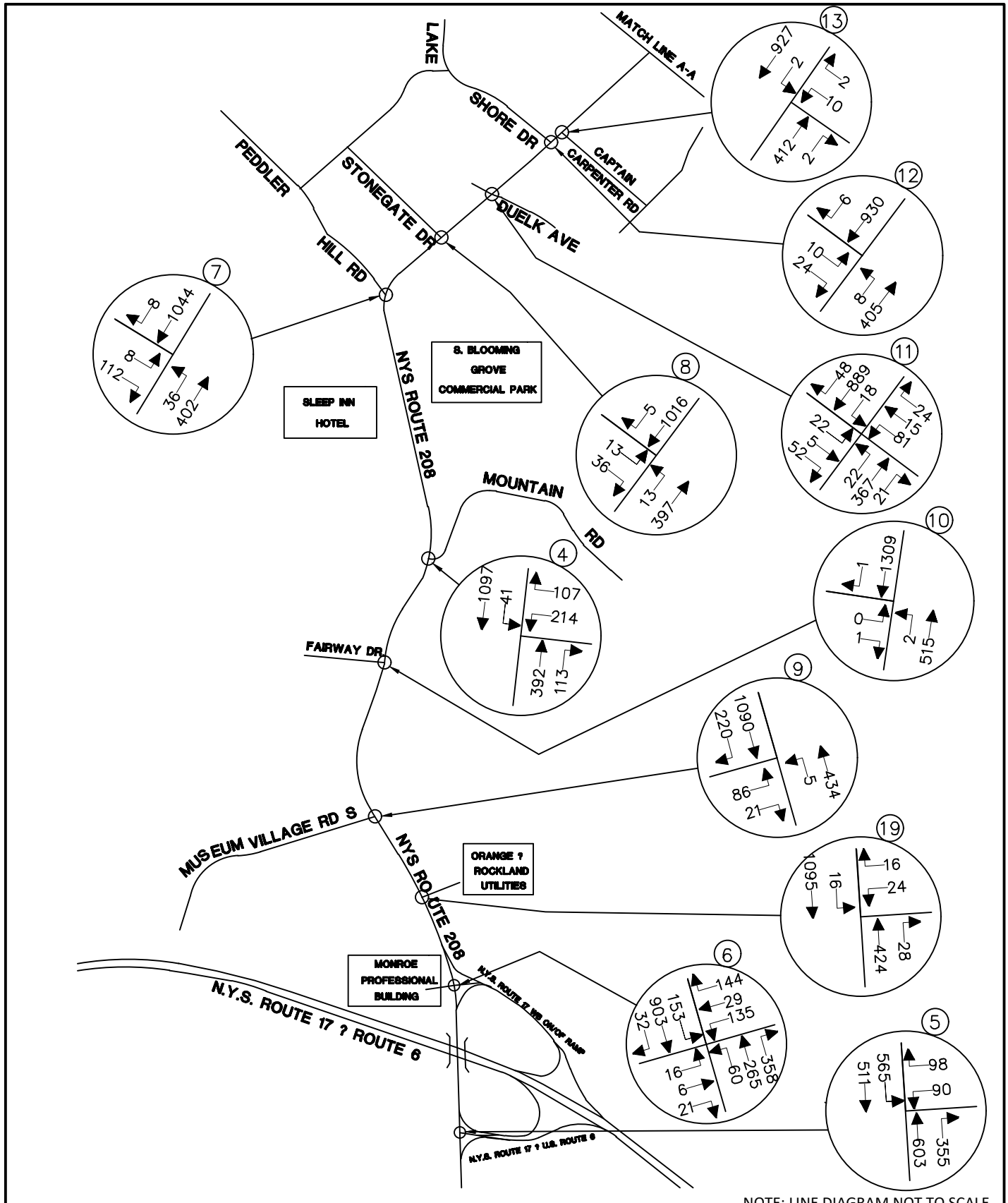

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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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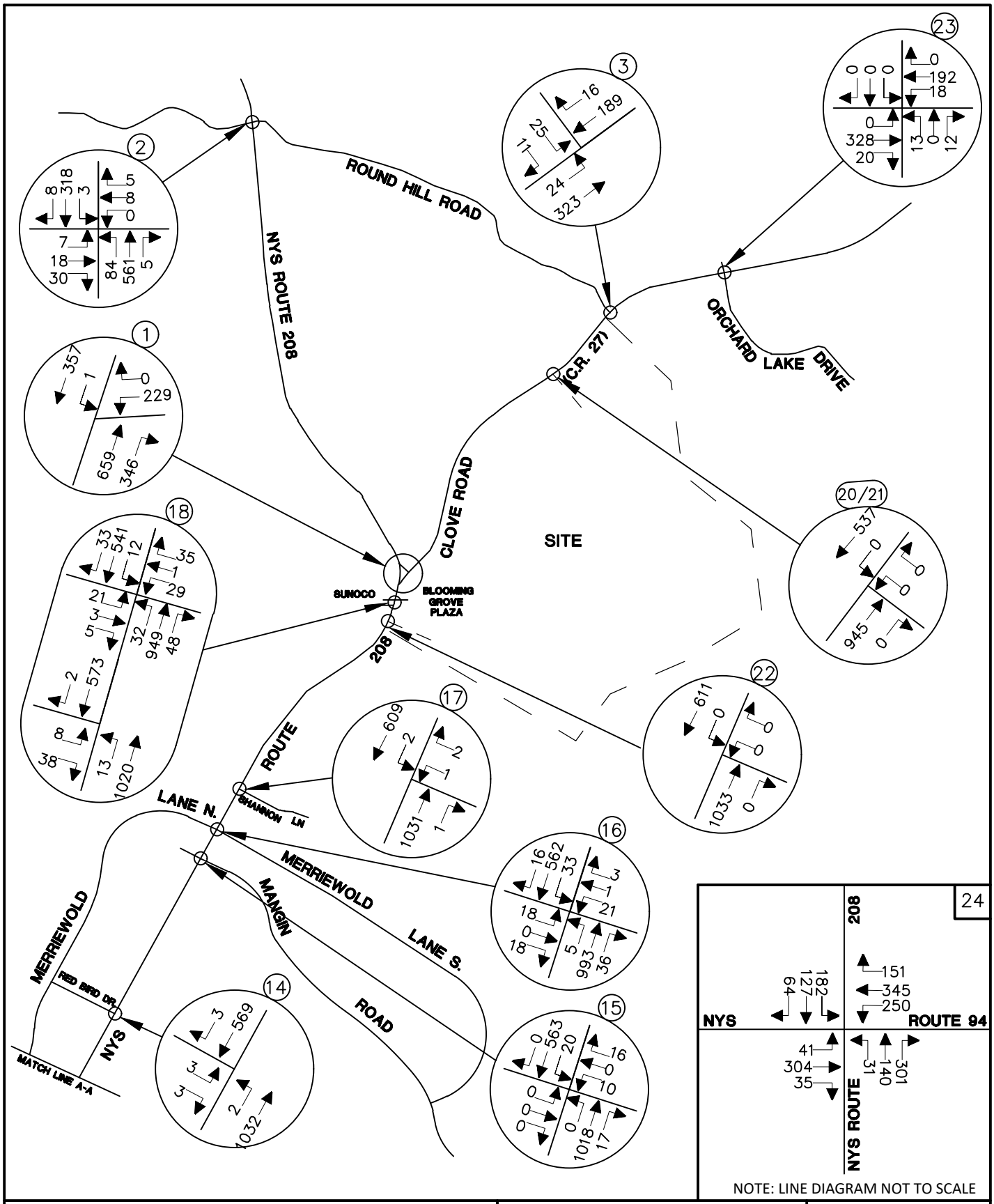

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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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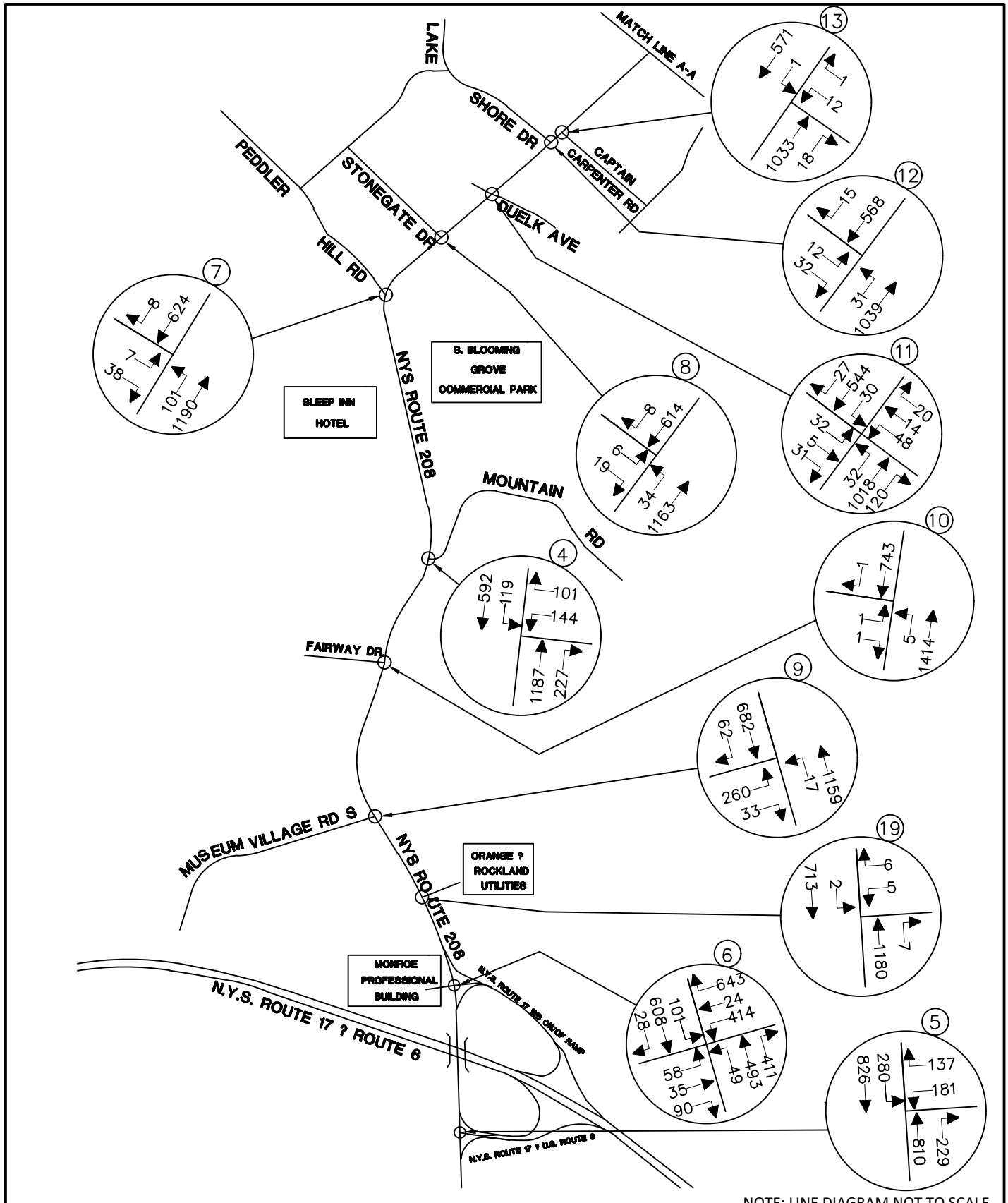

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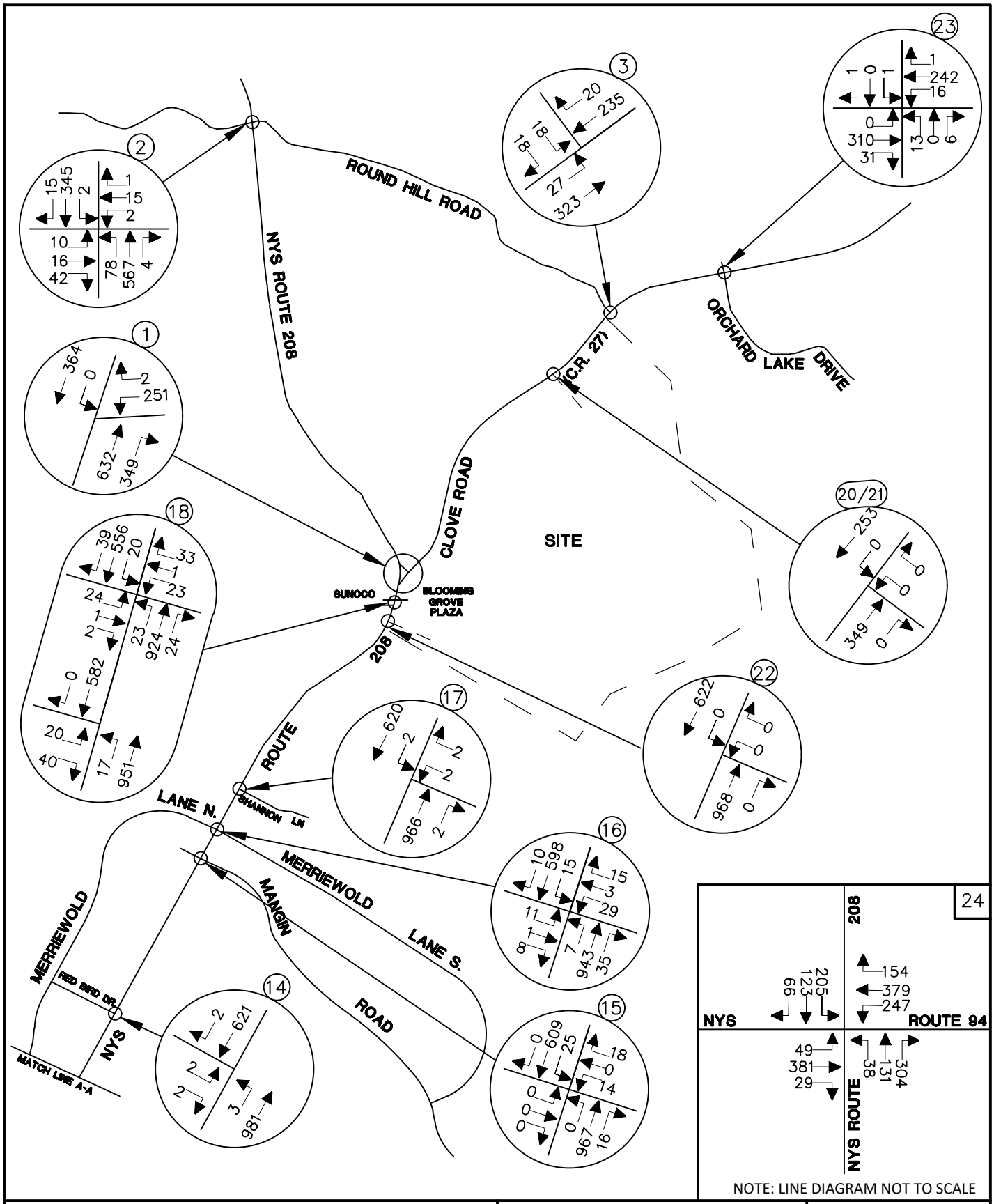
2030 FUTURE NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER:
18A



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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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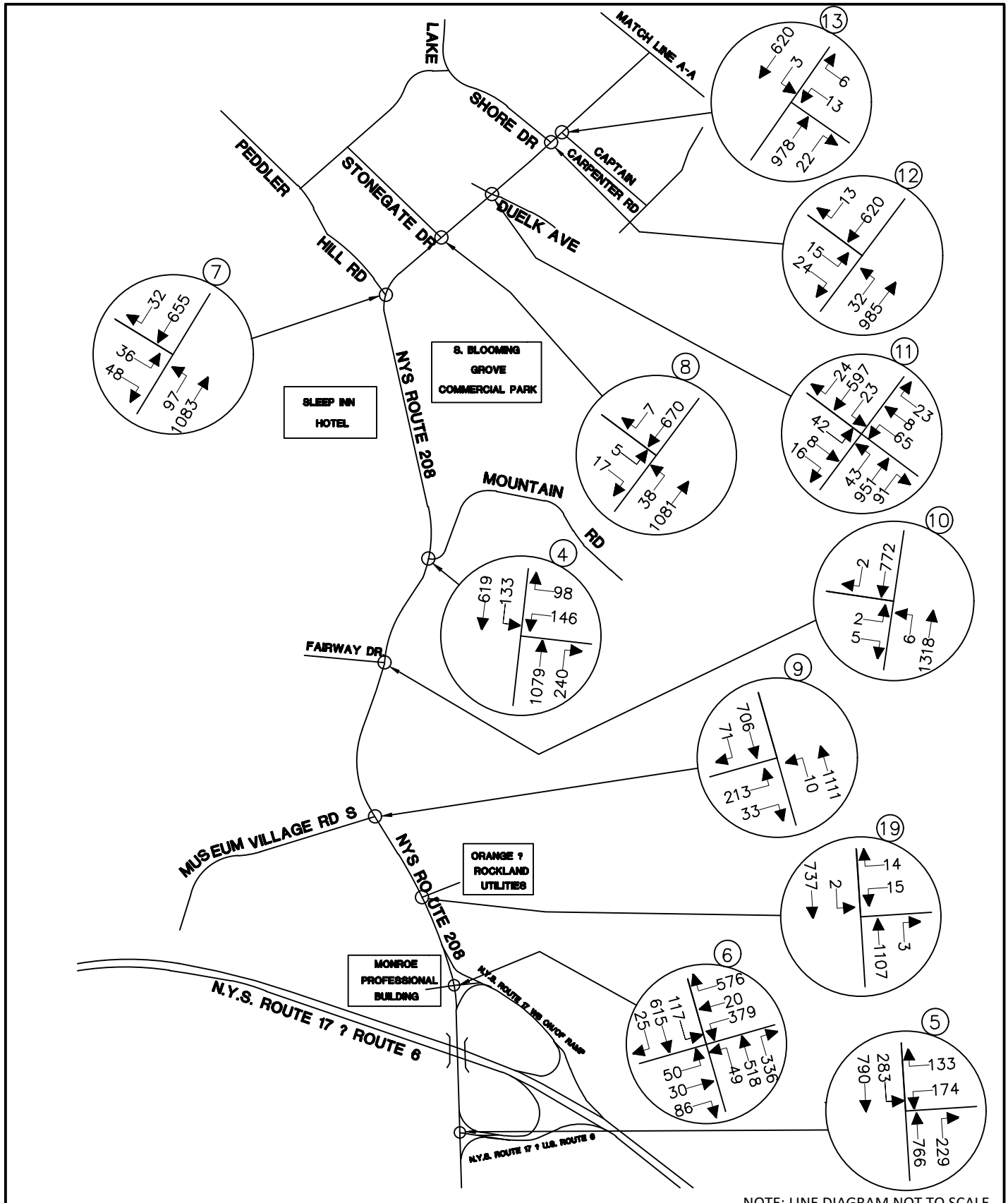

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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

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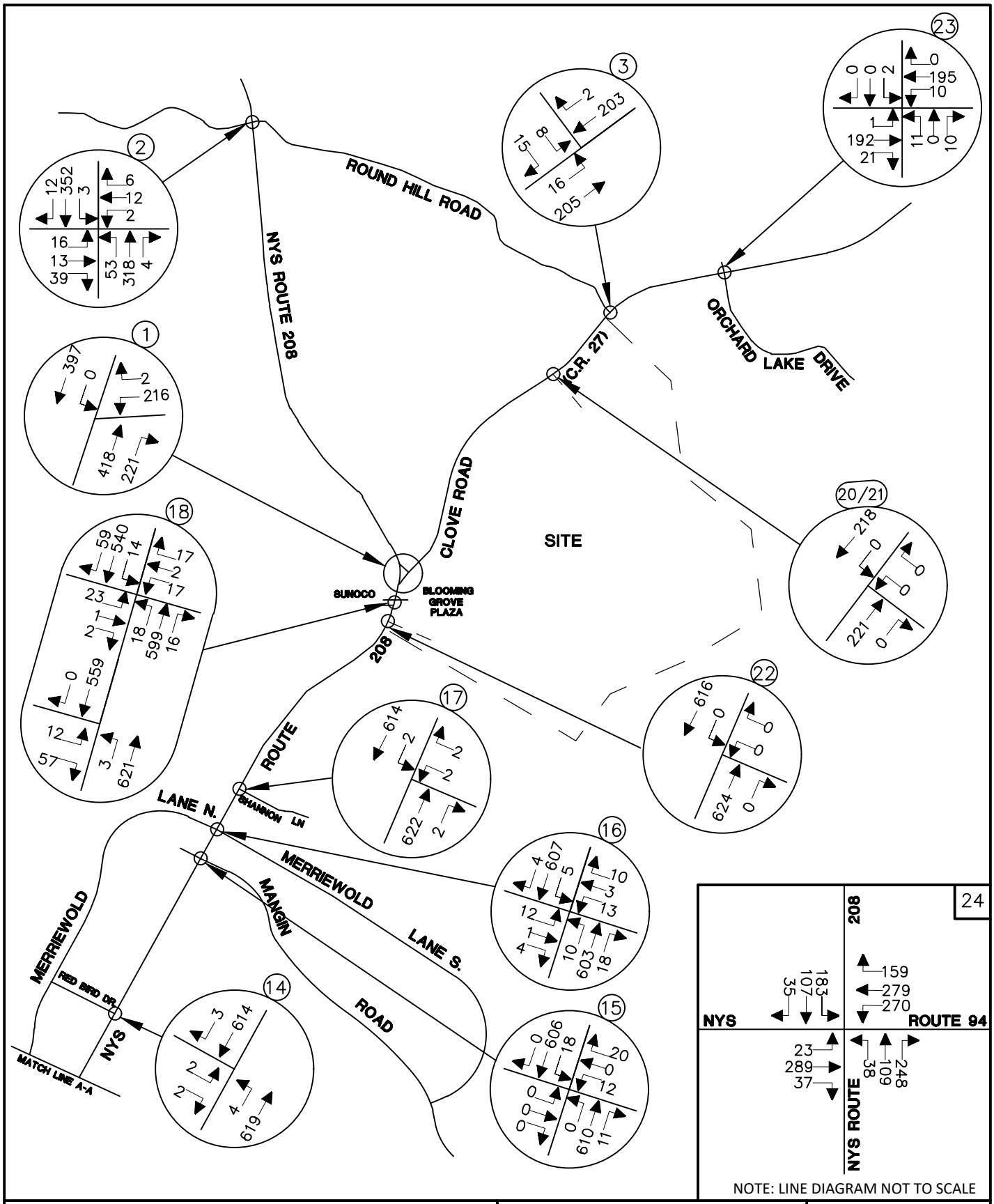

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2030 FUTURE NO-BUILD TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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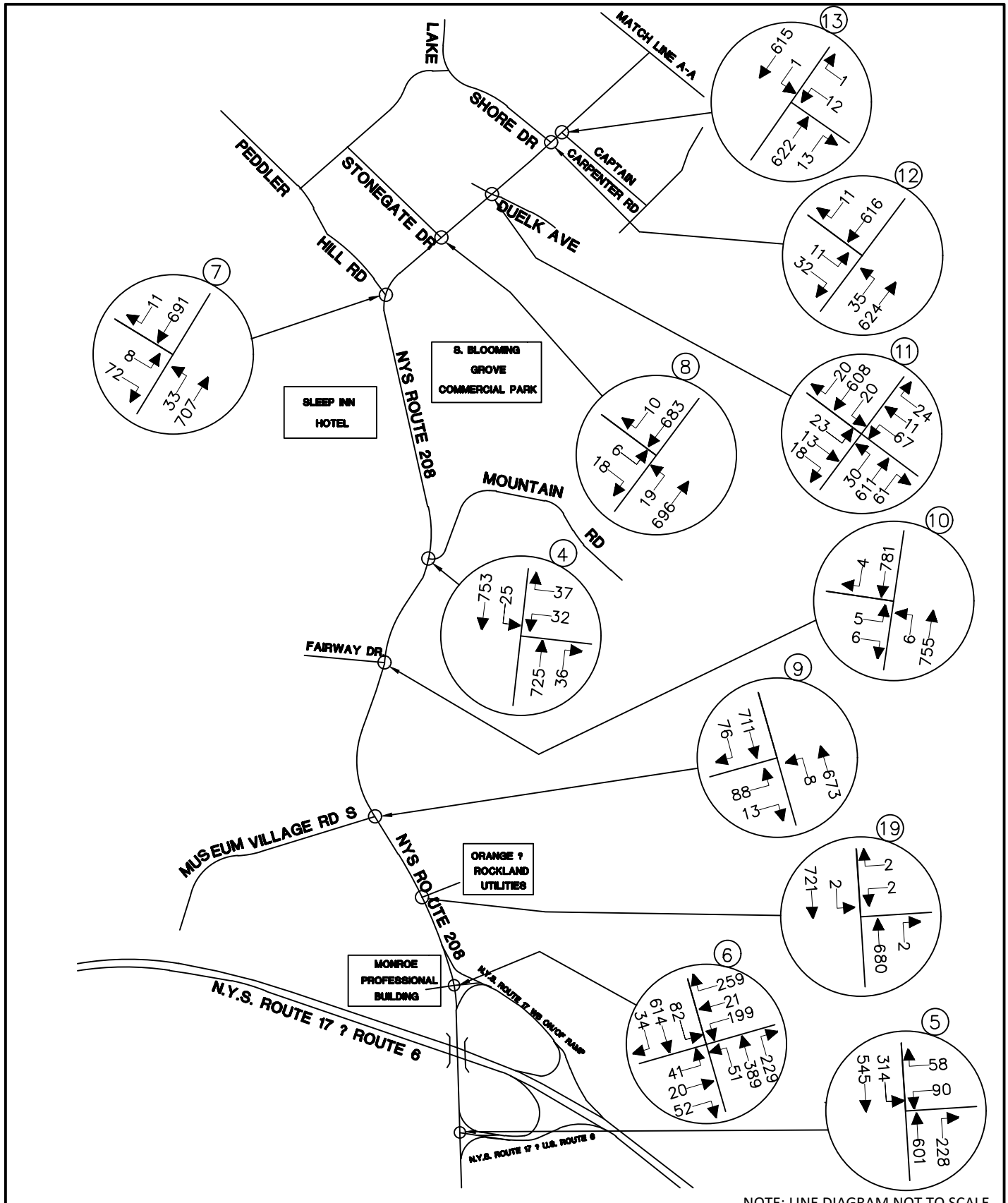

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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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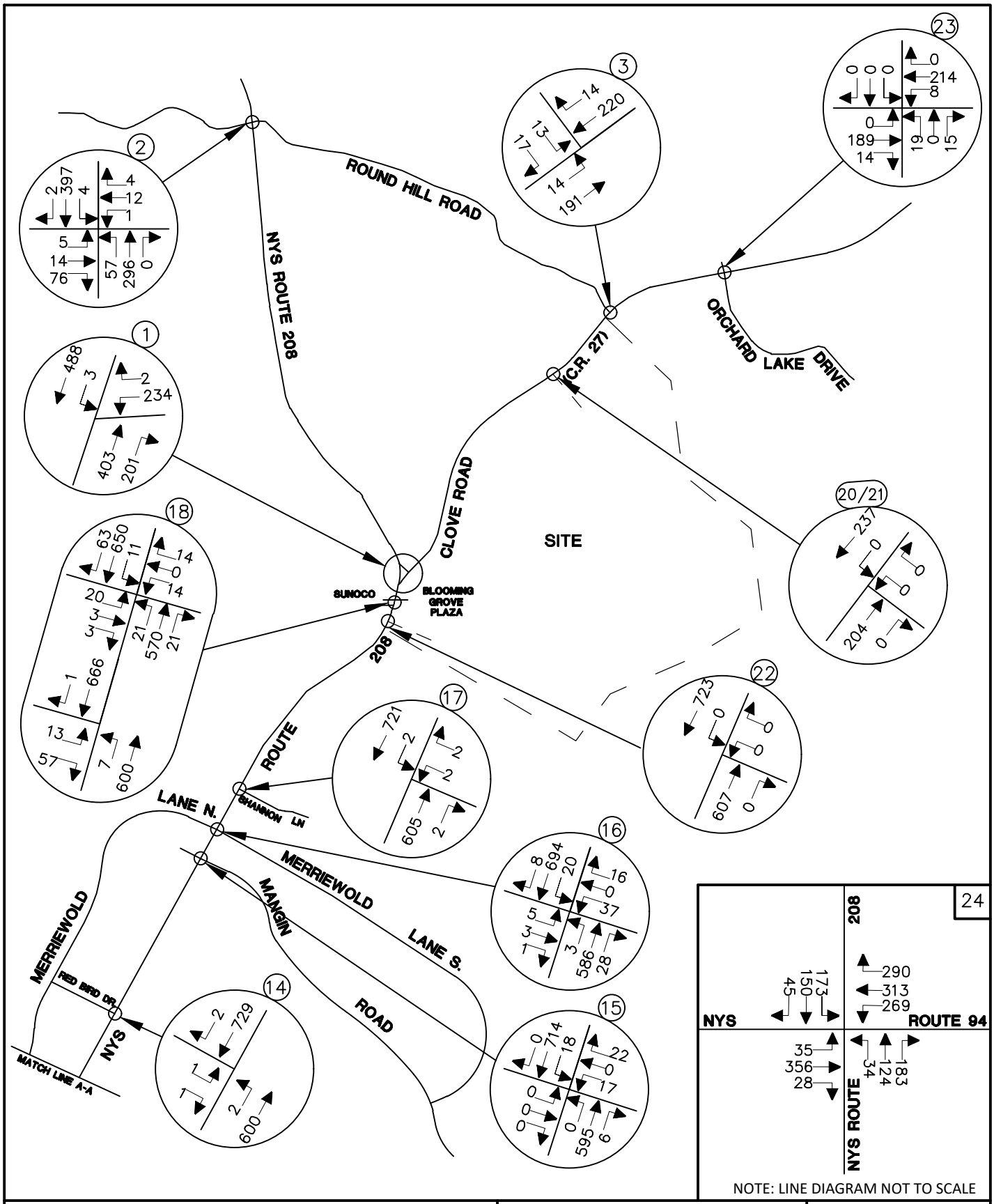

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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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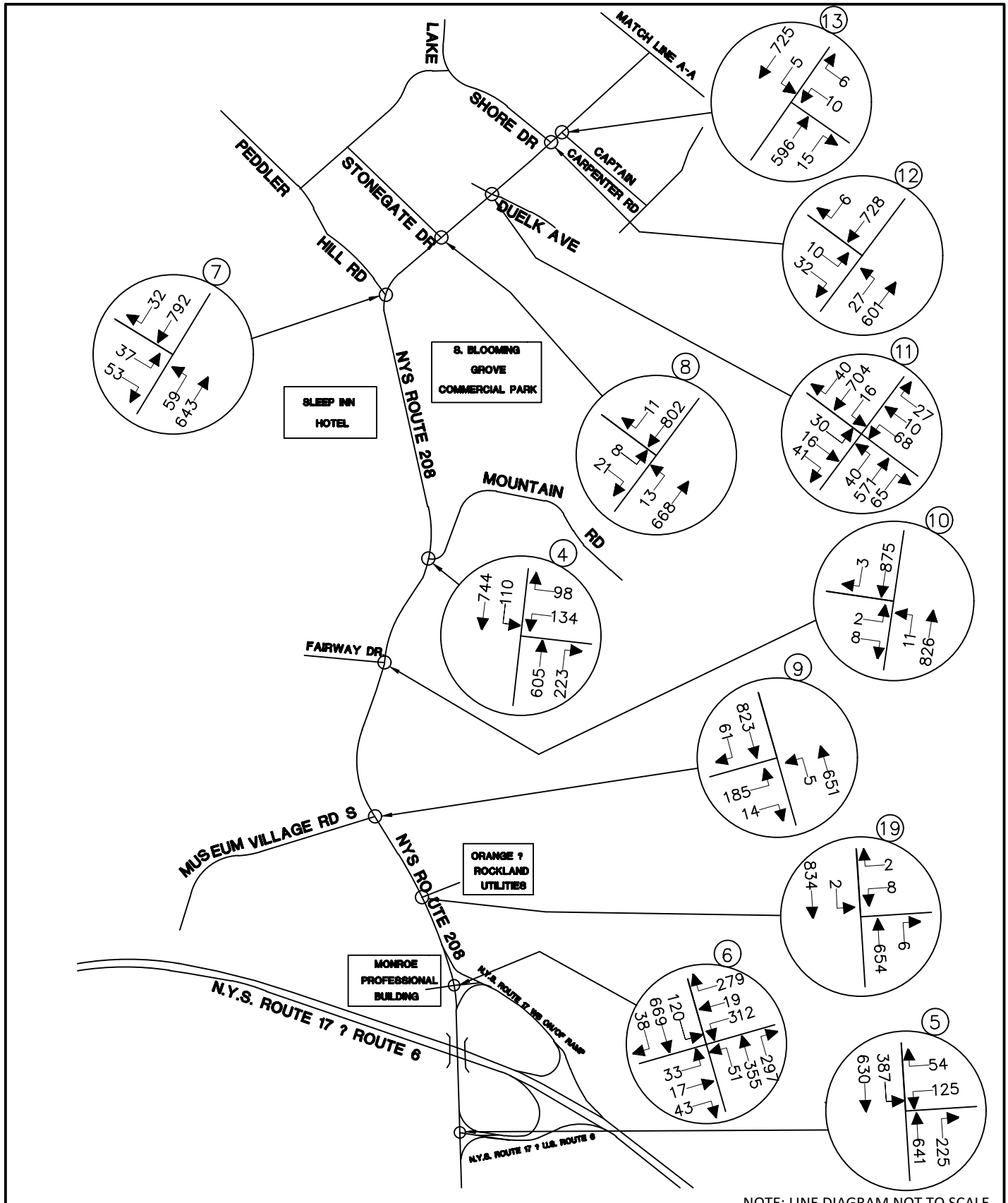
FIGURE NUMBER:	
21	



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SEPTEMBER SUNDAY PEAK HOUR

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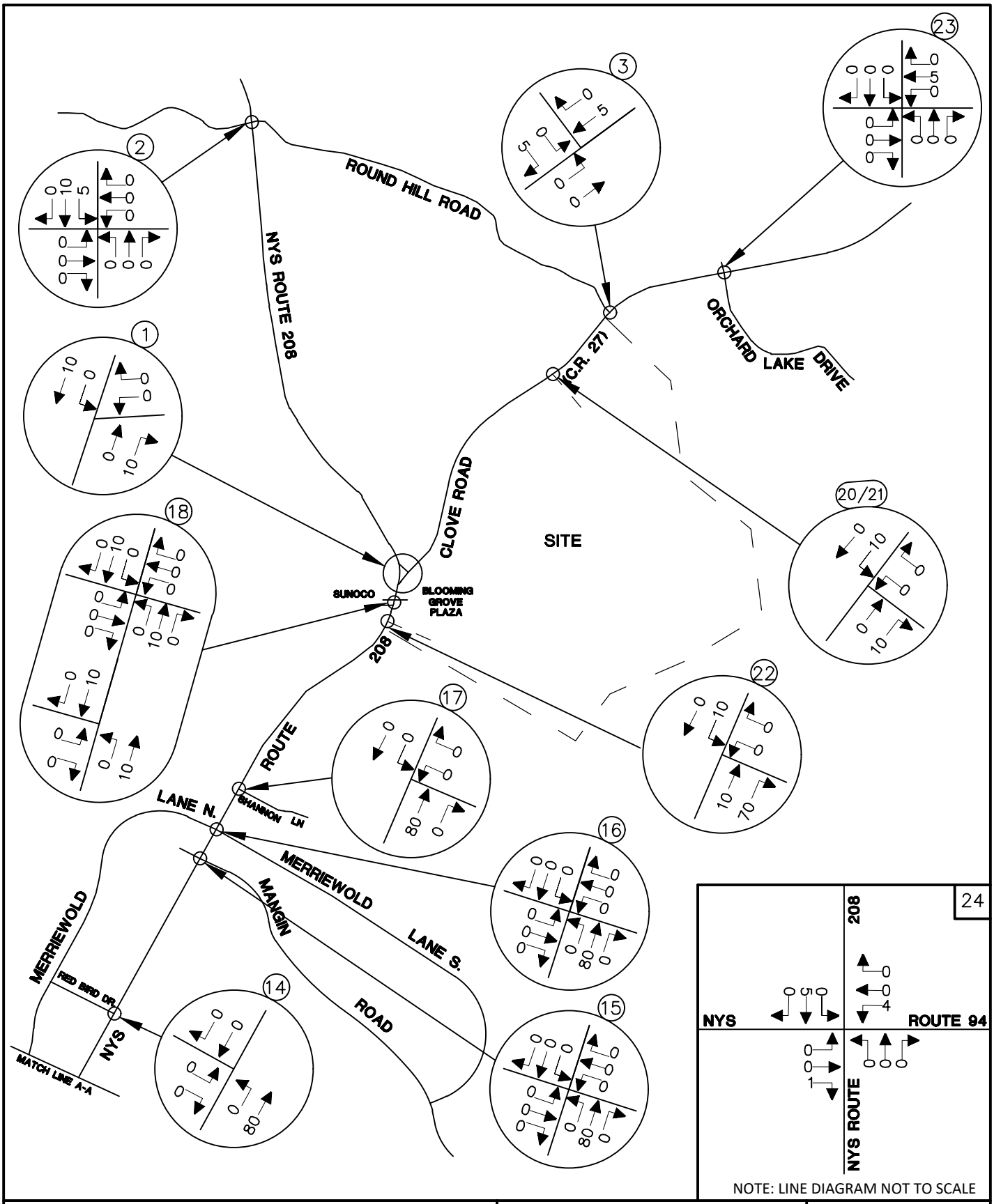
21A	



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ARRIVAL DISTRIBUTION
(ALL VALUES EXPRESSED AS A %)

JOB NUMBER:	DATE:
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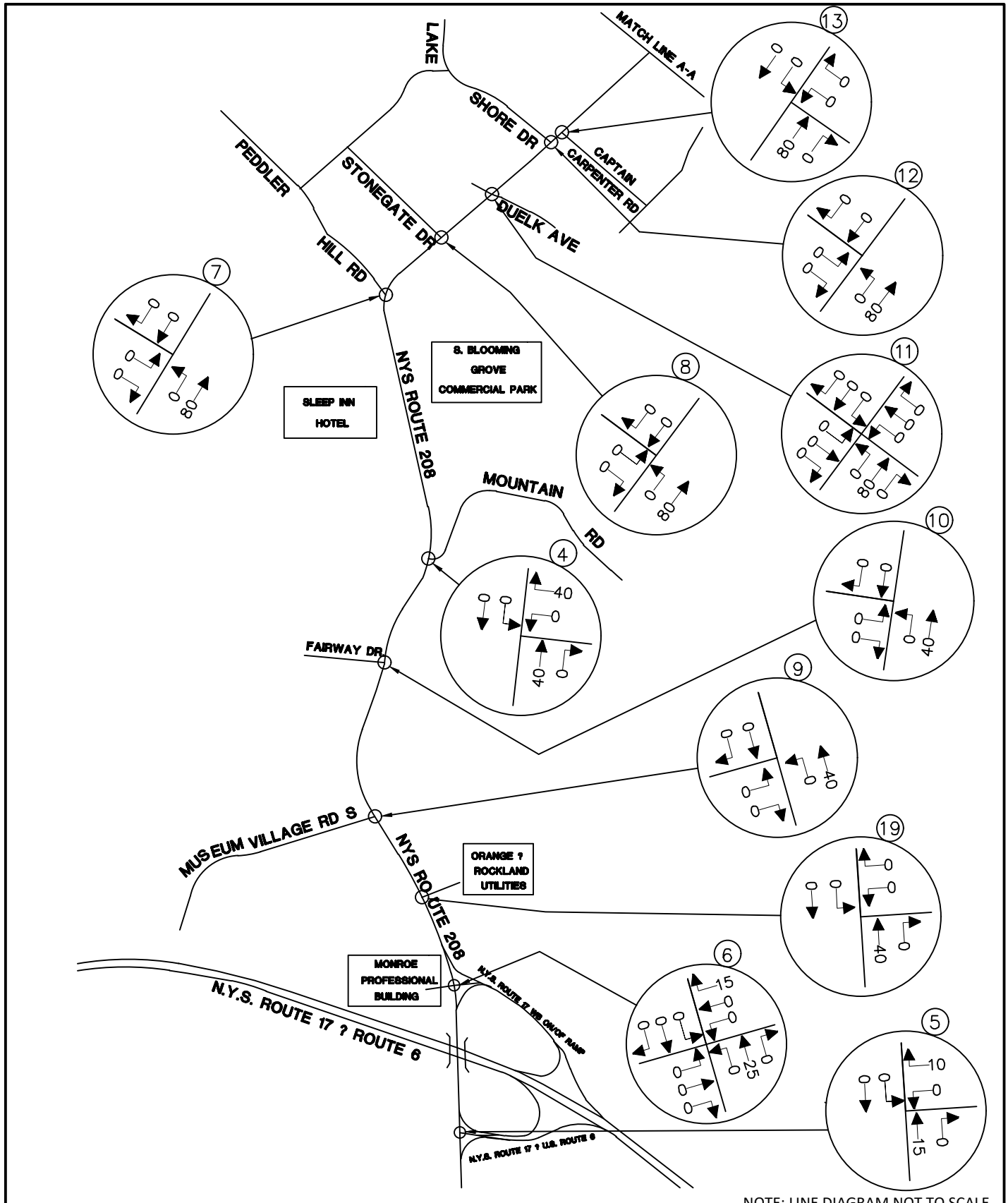
FIGURE NUMBER:	
22	



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JOB NUMBER:	DATE:
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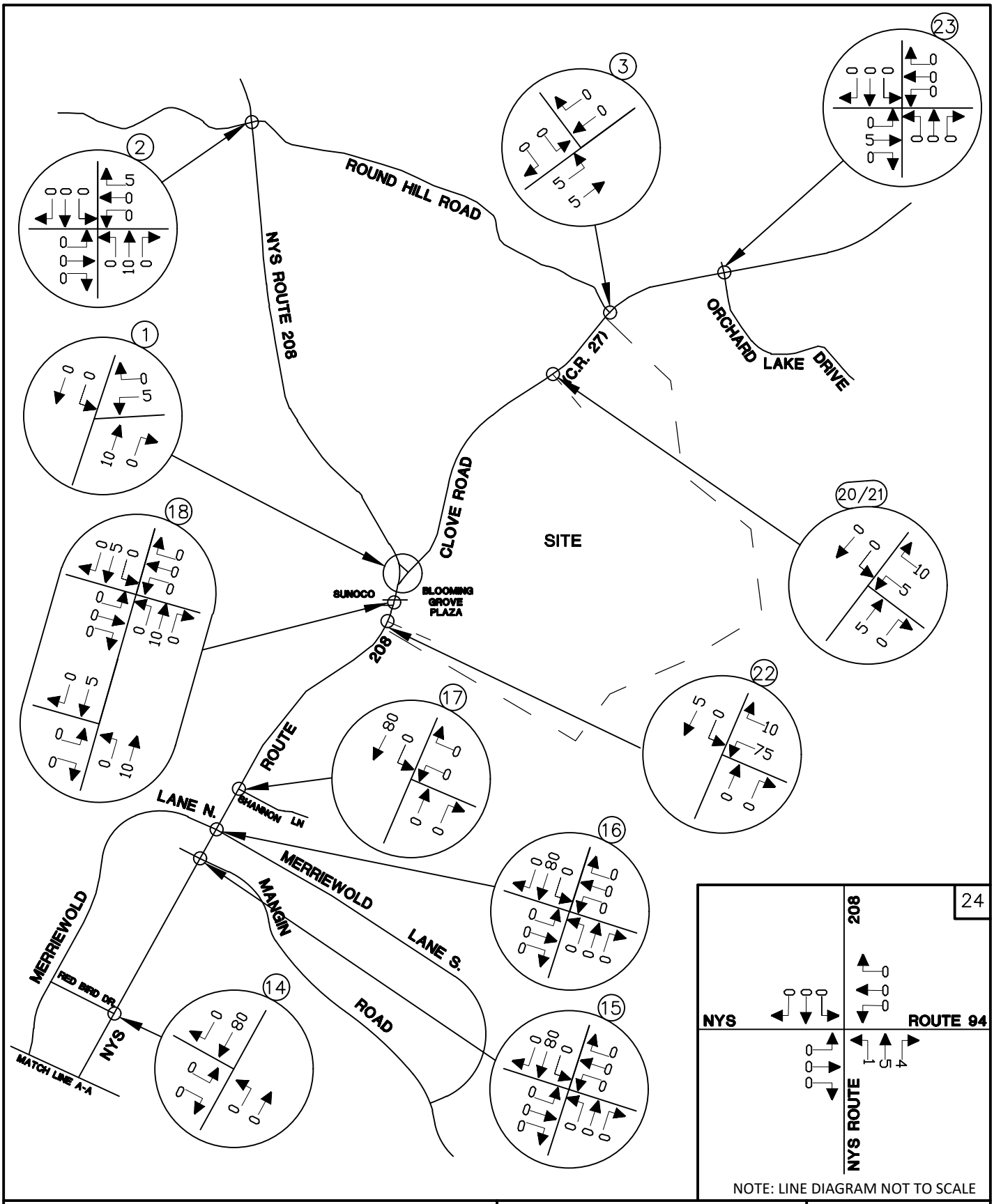

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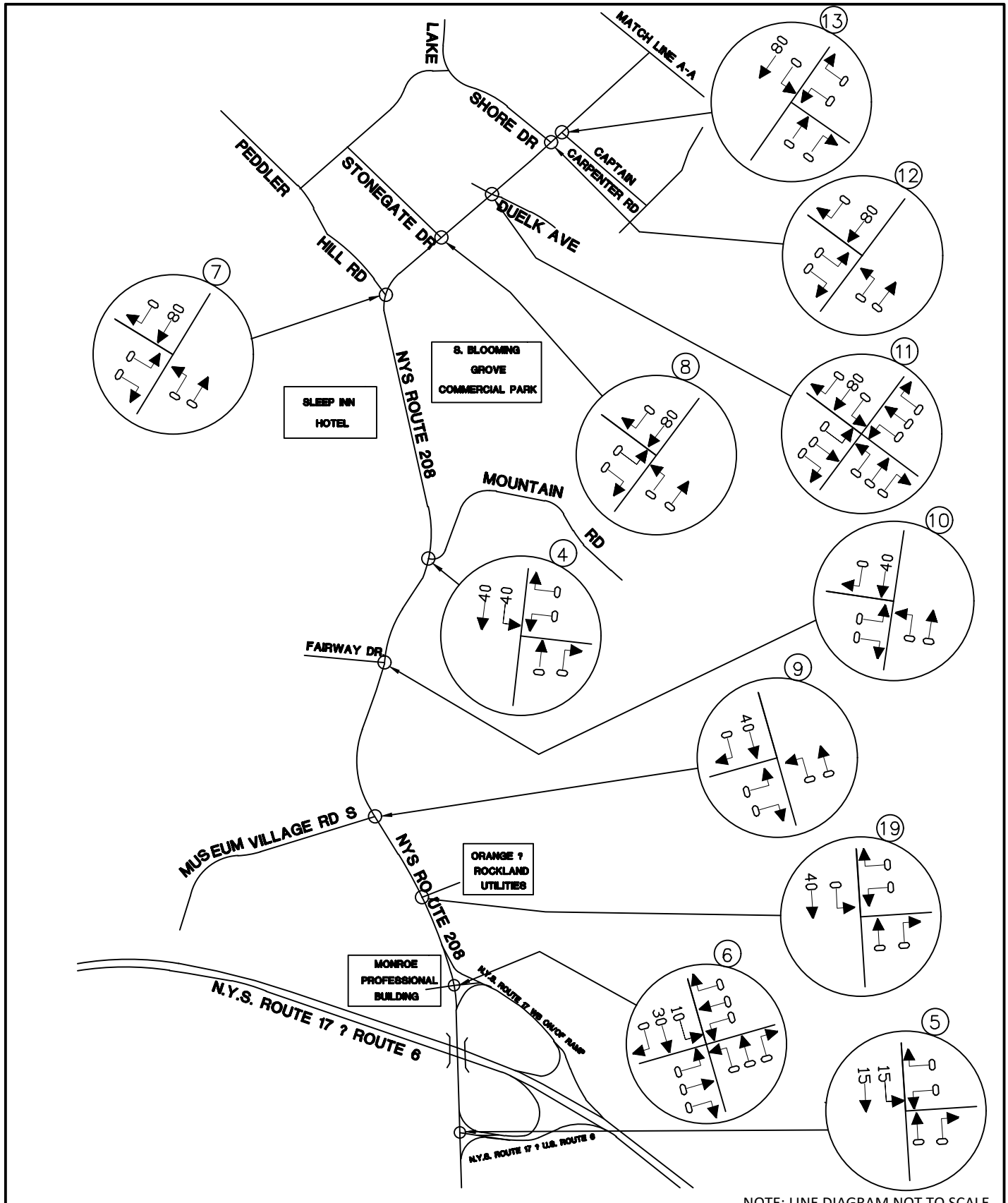
email: solutions @ maserconsulting.com

CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

DEPARTURE DISTRIBUTION
(ALL VALUES EXPRESSED AS A %)

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
23	



NOTE: LINE DIAGRAM NOT TO SCALE

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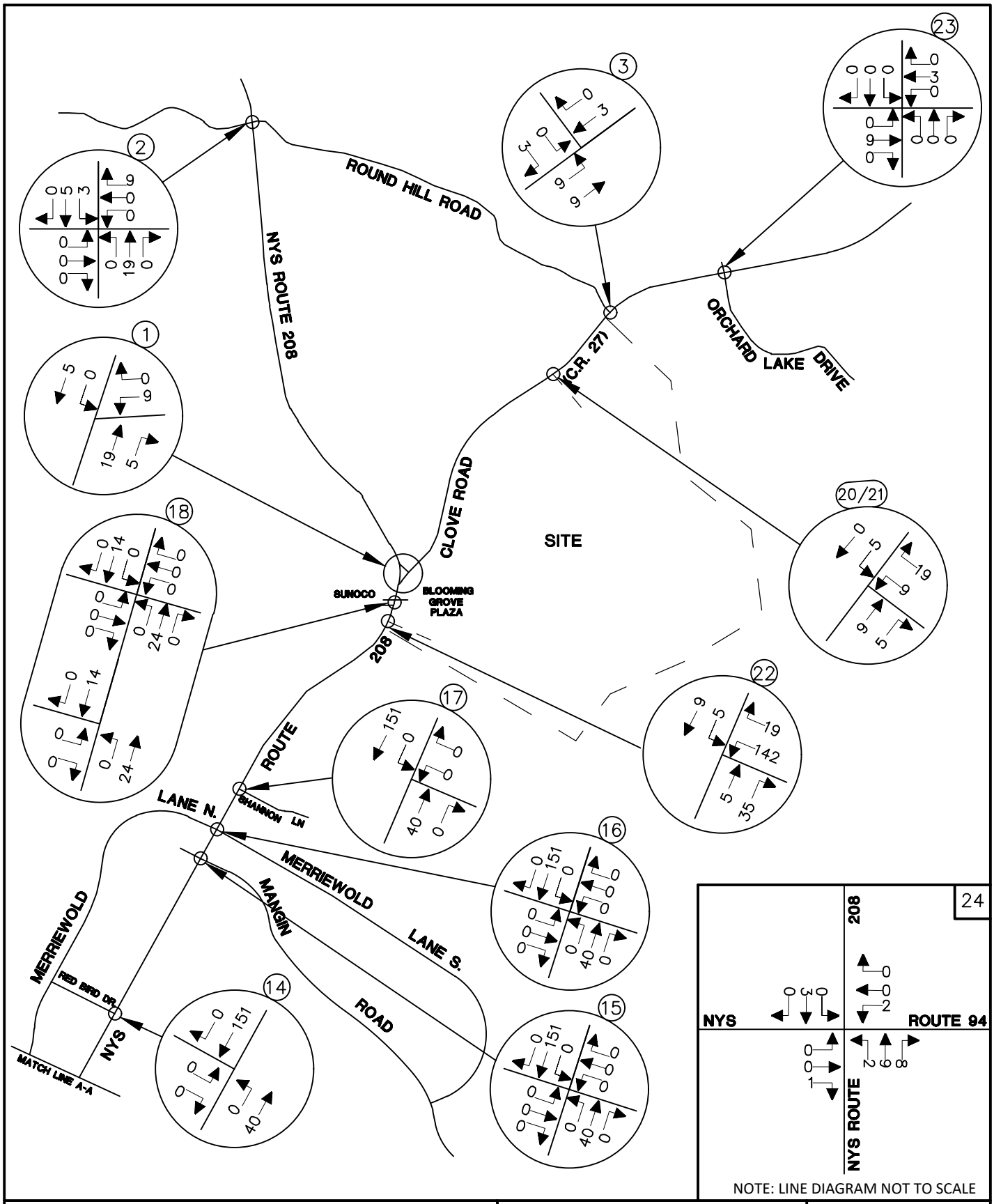
JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
23A	



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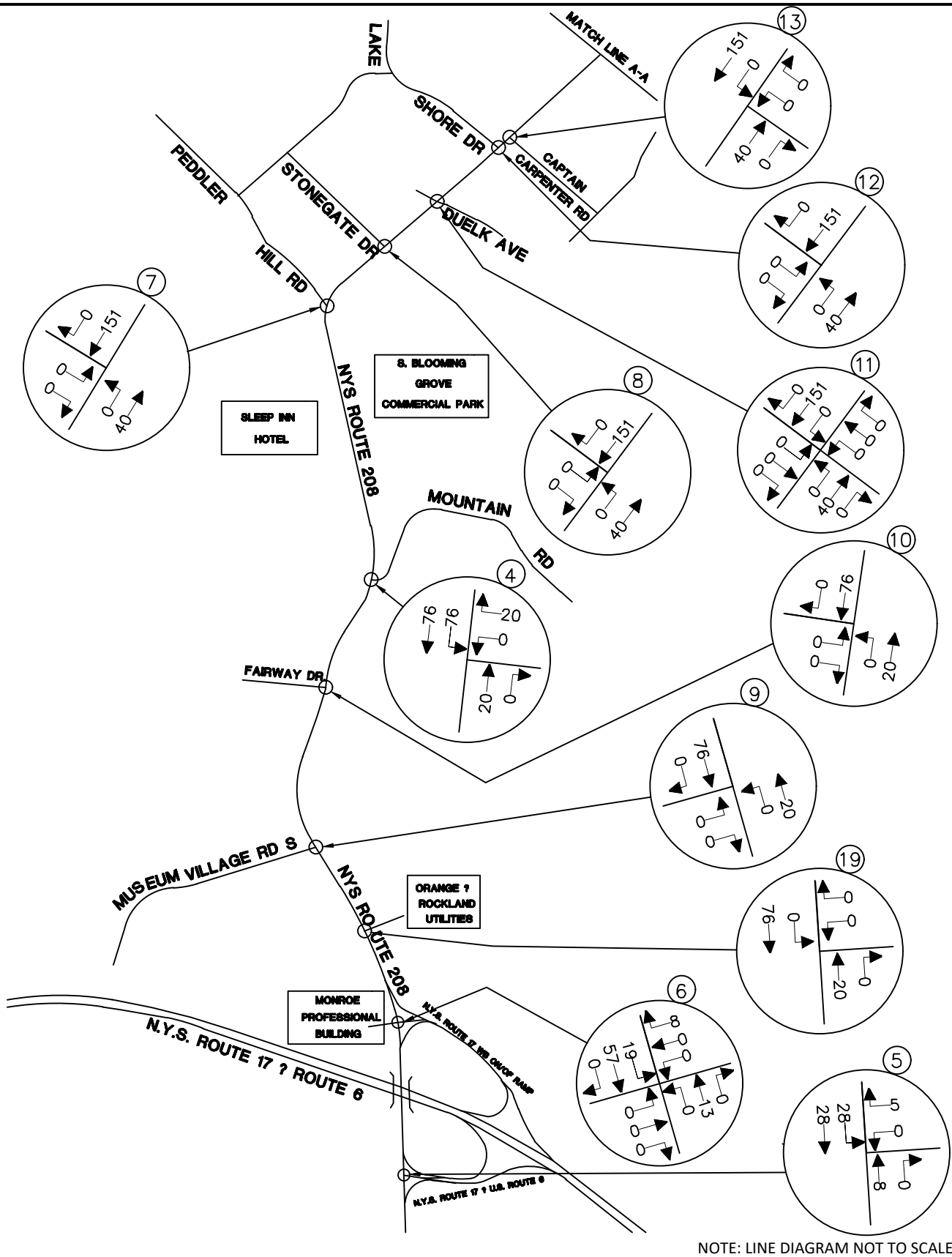
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
24	



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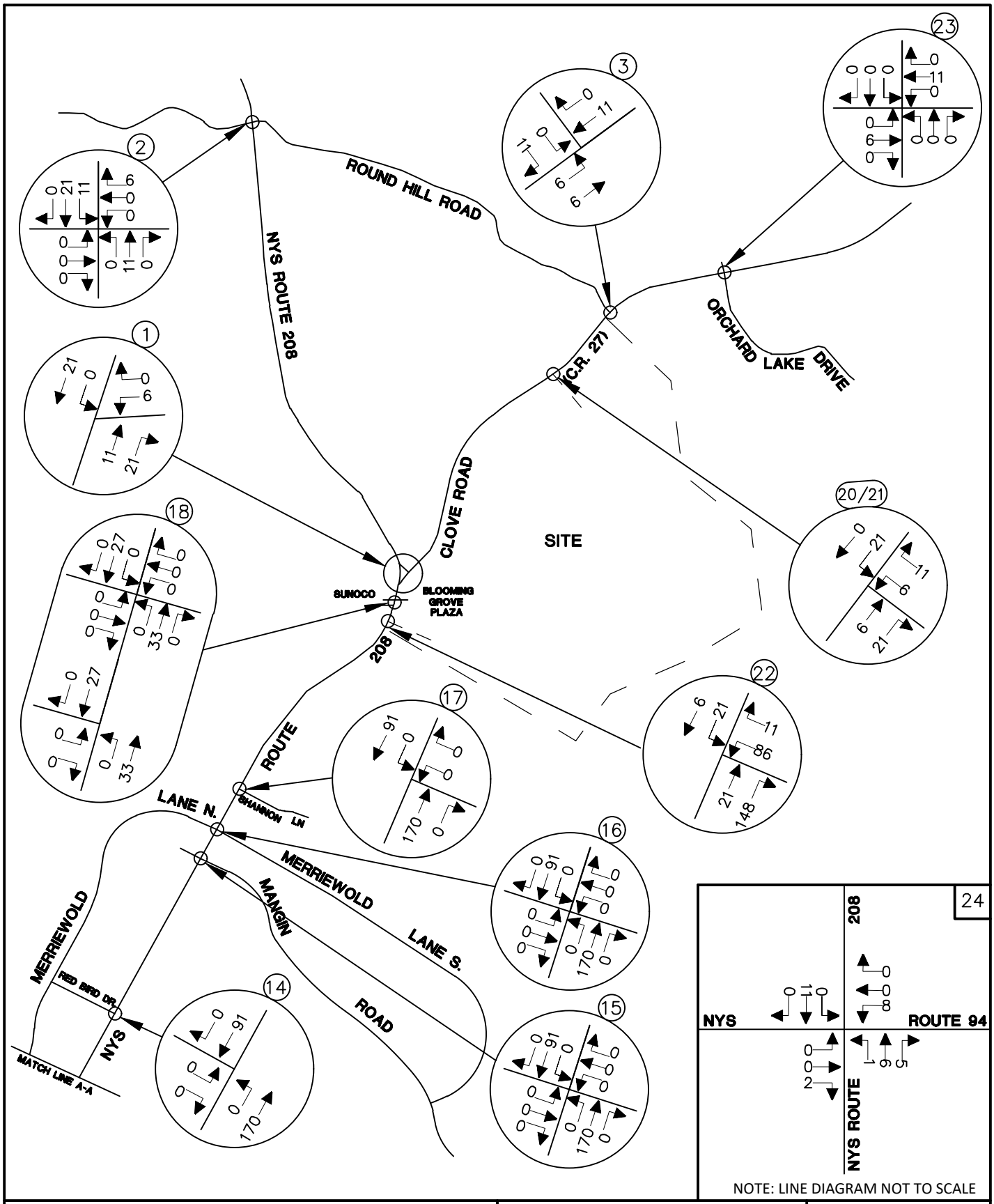
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER:
24A



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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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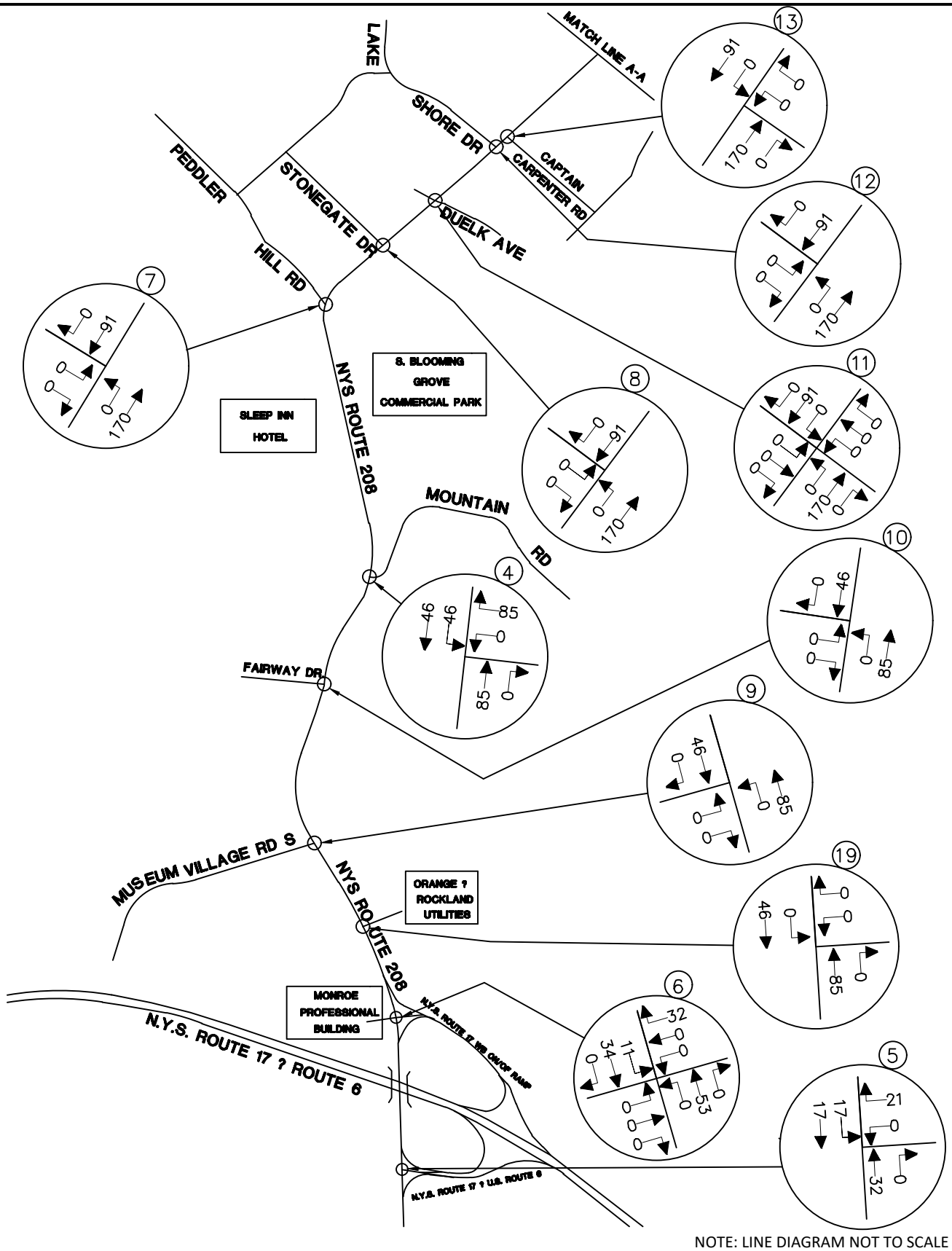

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WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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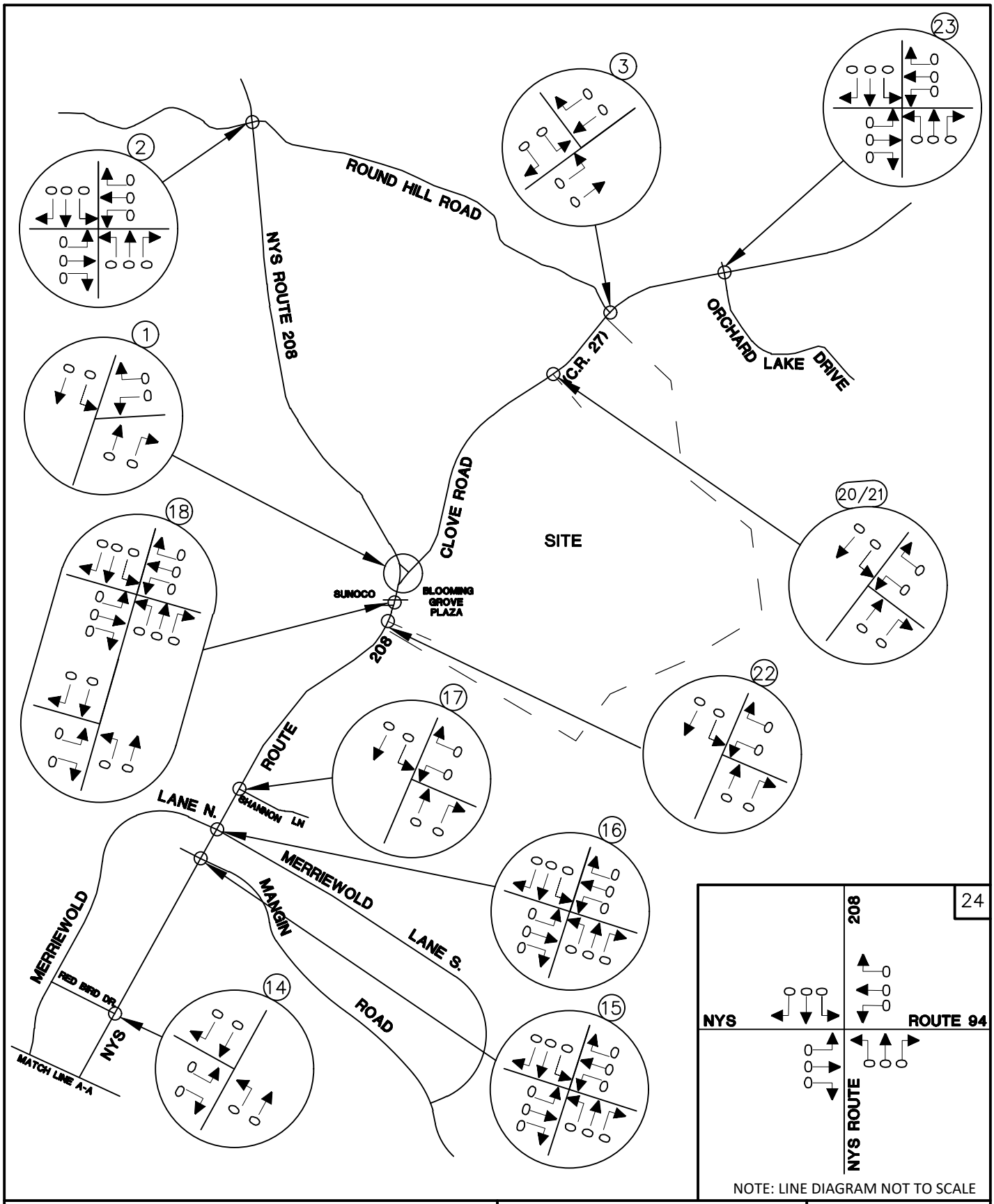

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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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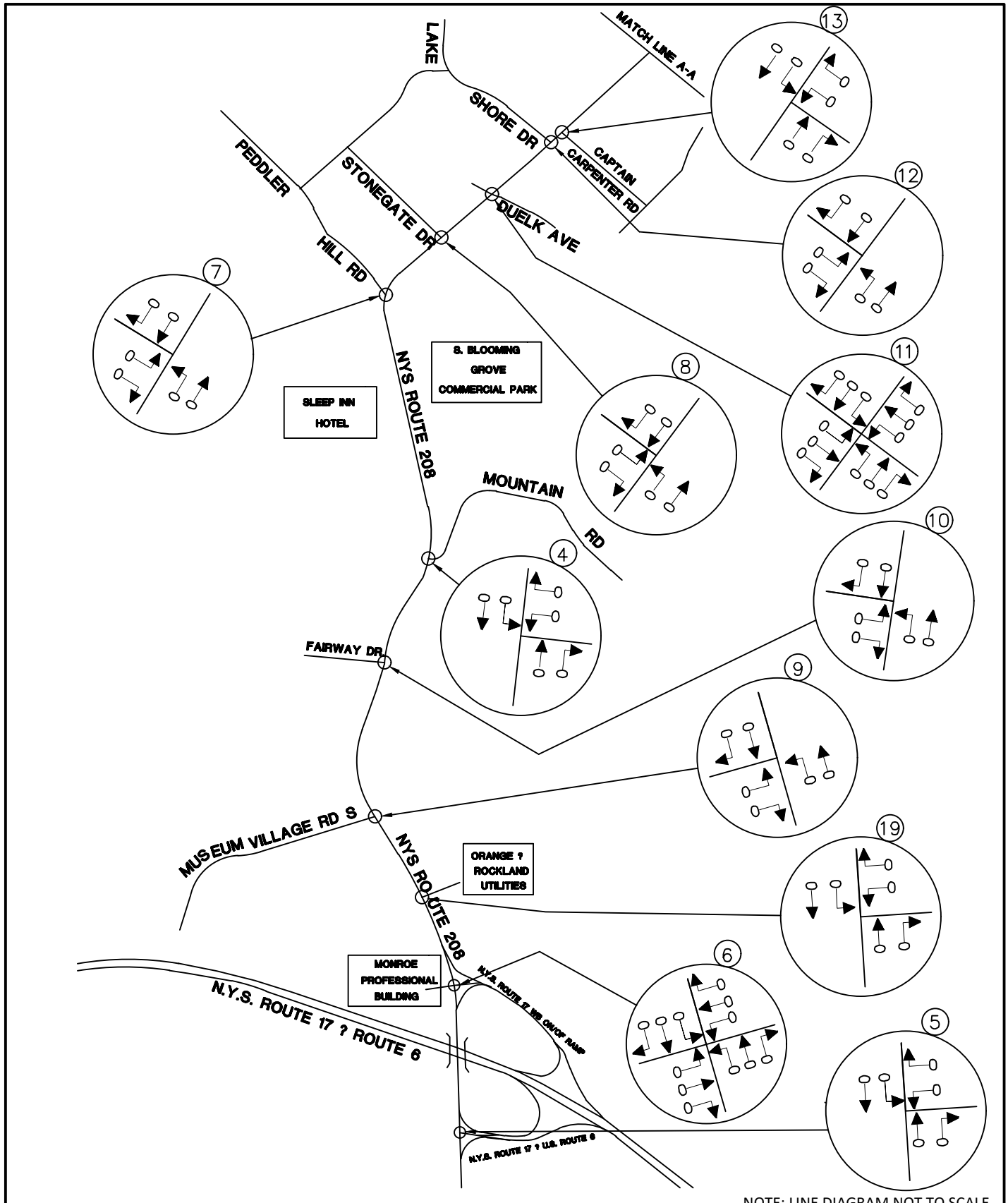

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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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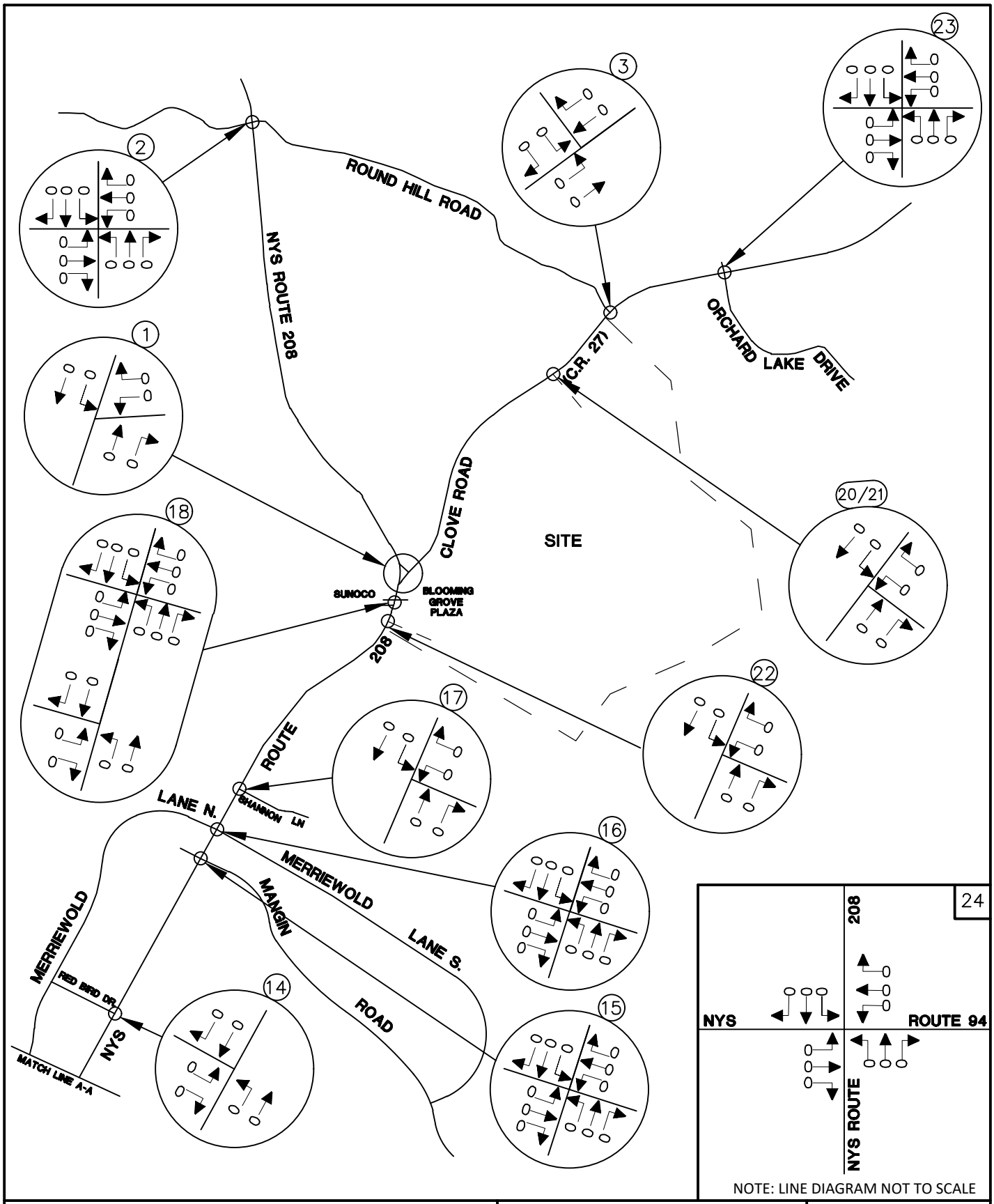
FIGURE NUMBER:
26A



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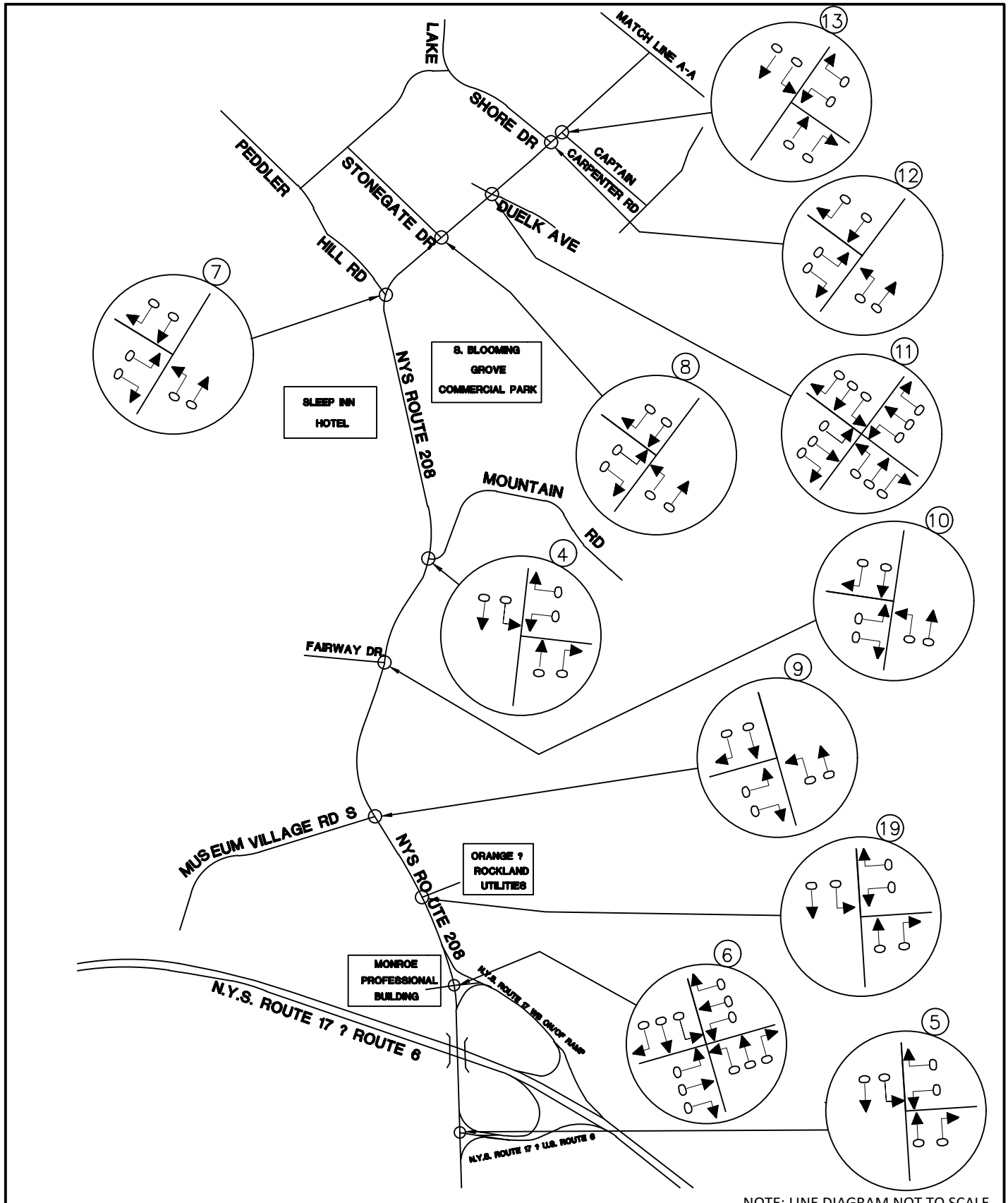
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
27	



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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:
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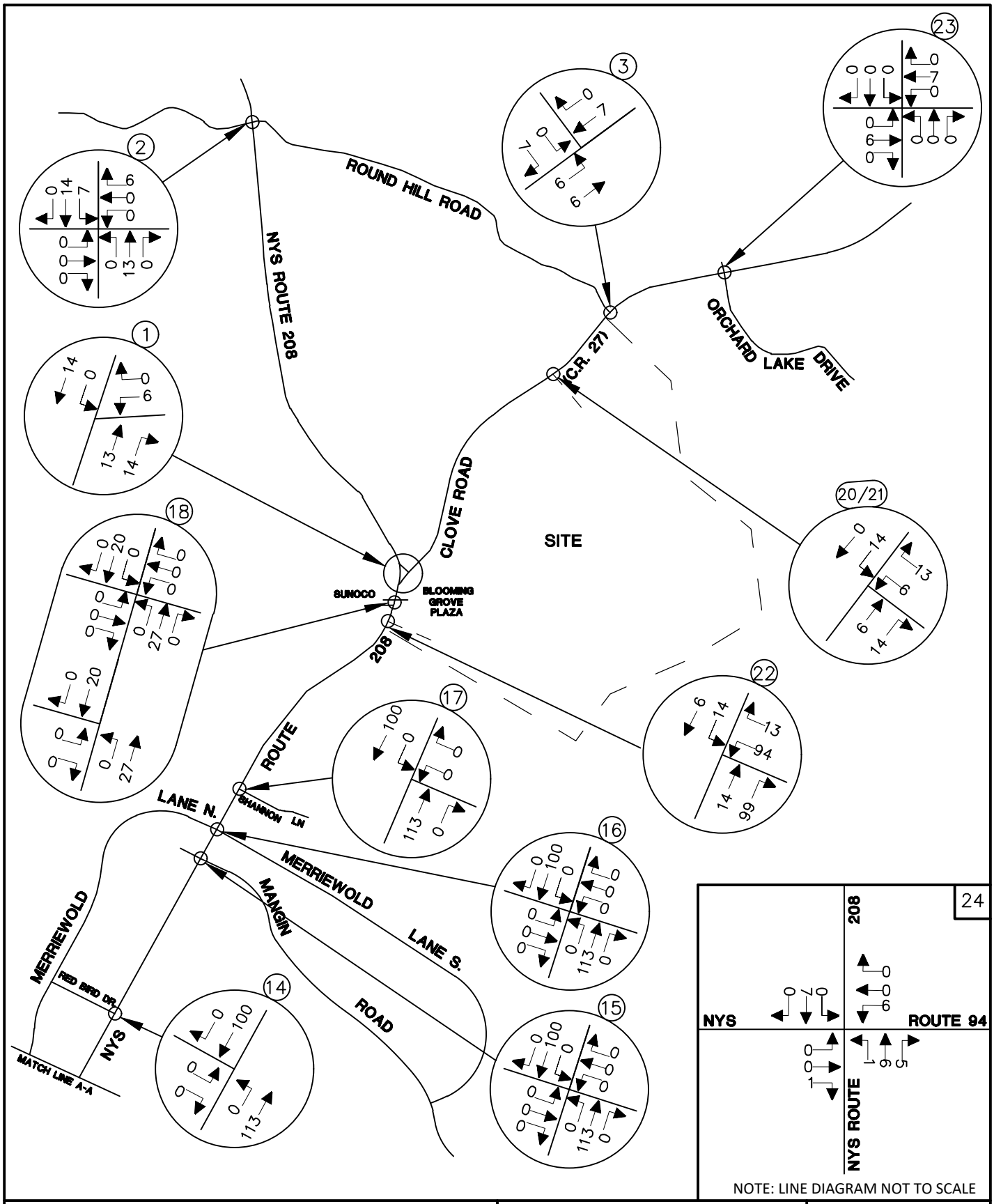

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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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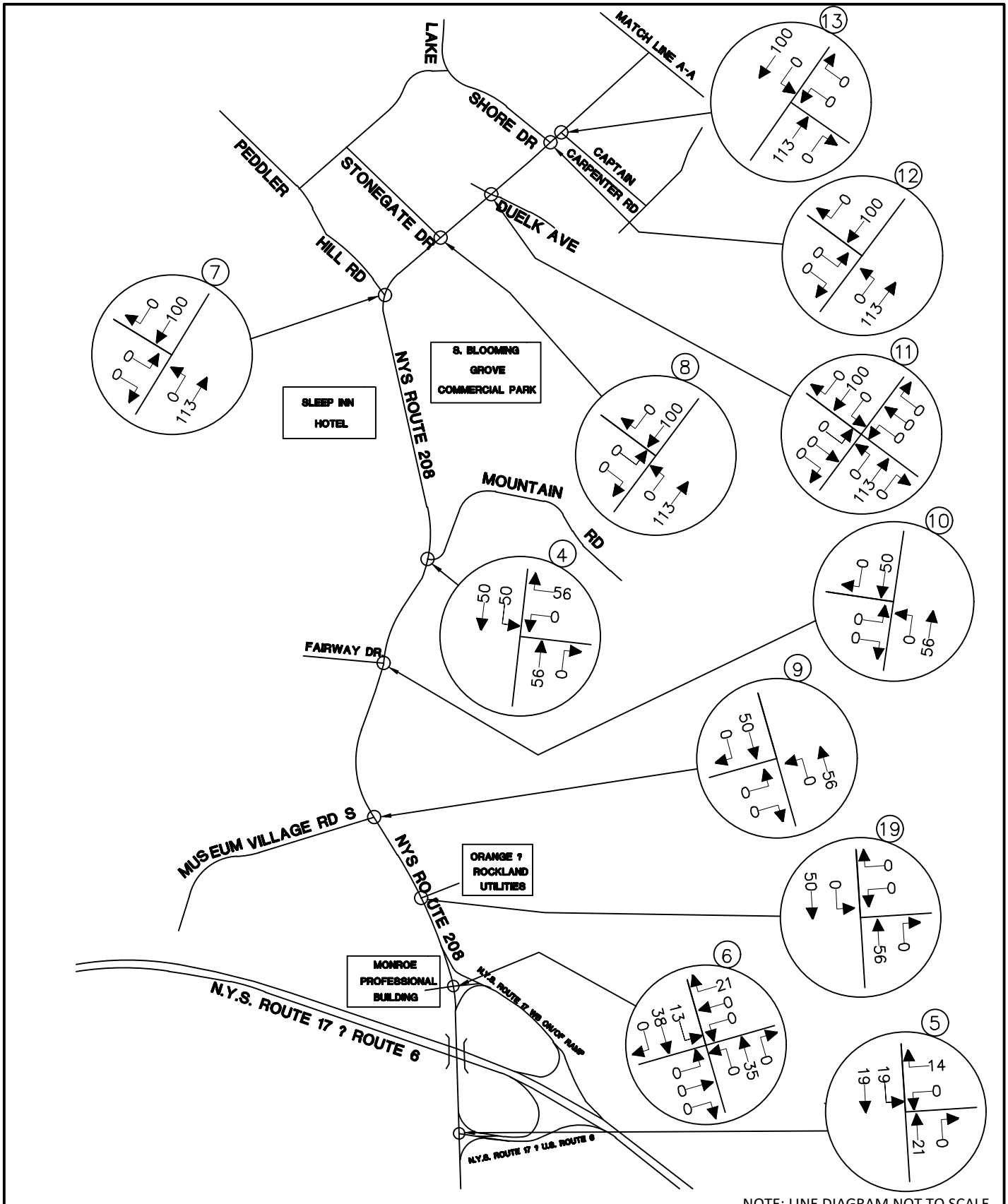
FIGURE NUMBER:	
28	



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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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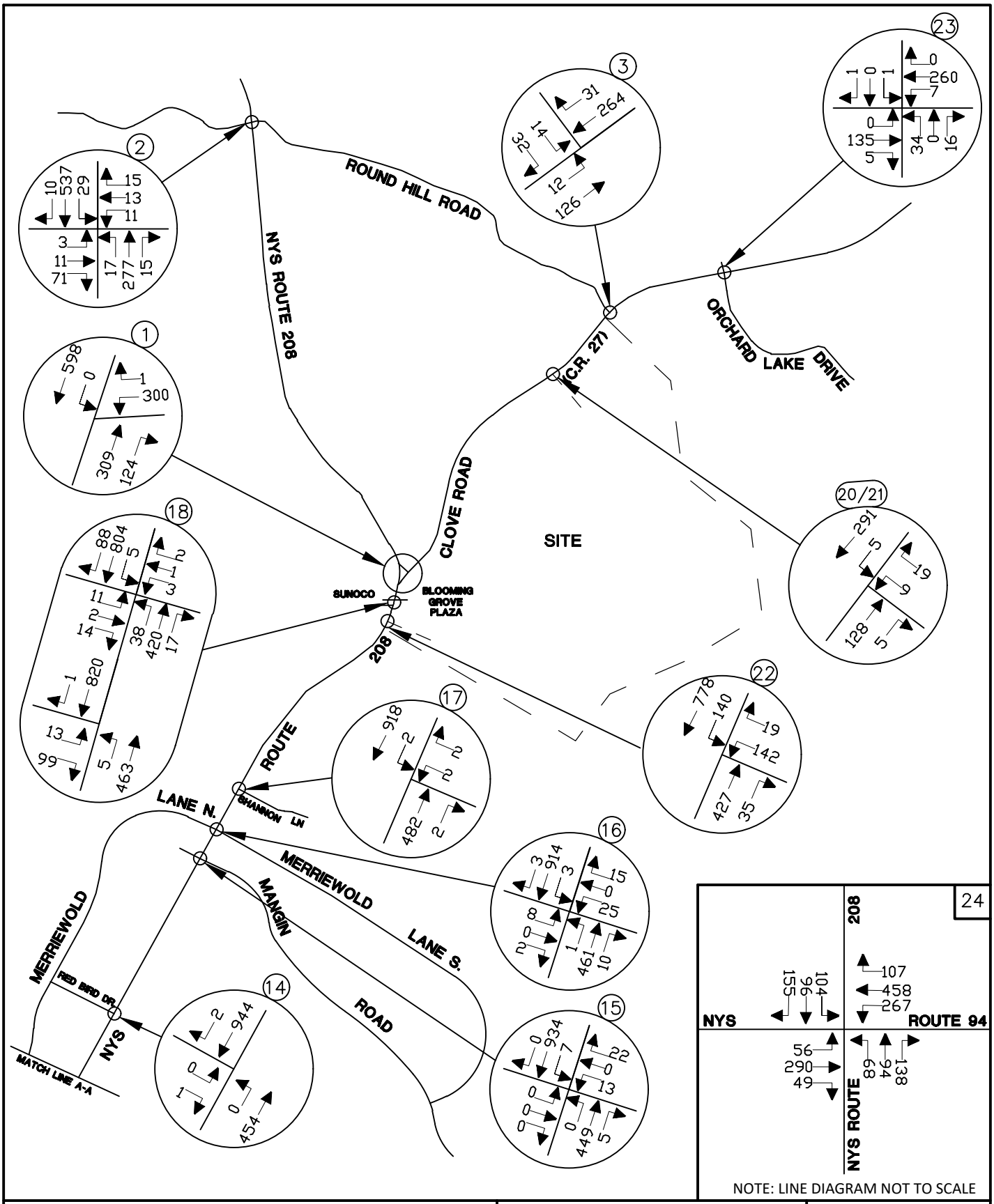
28A



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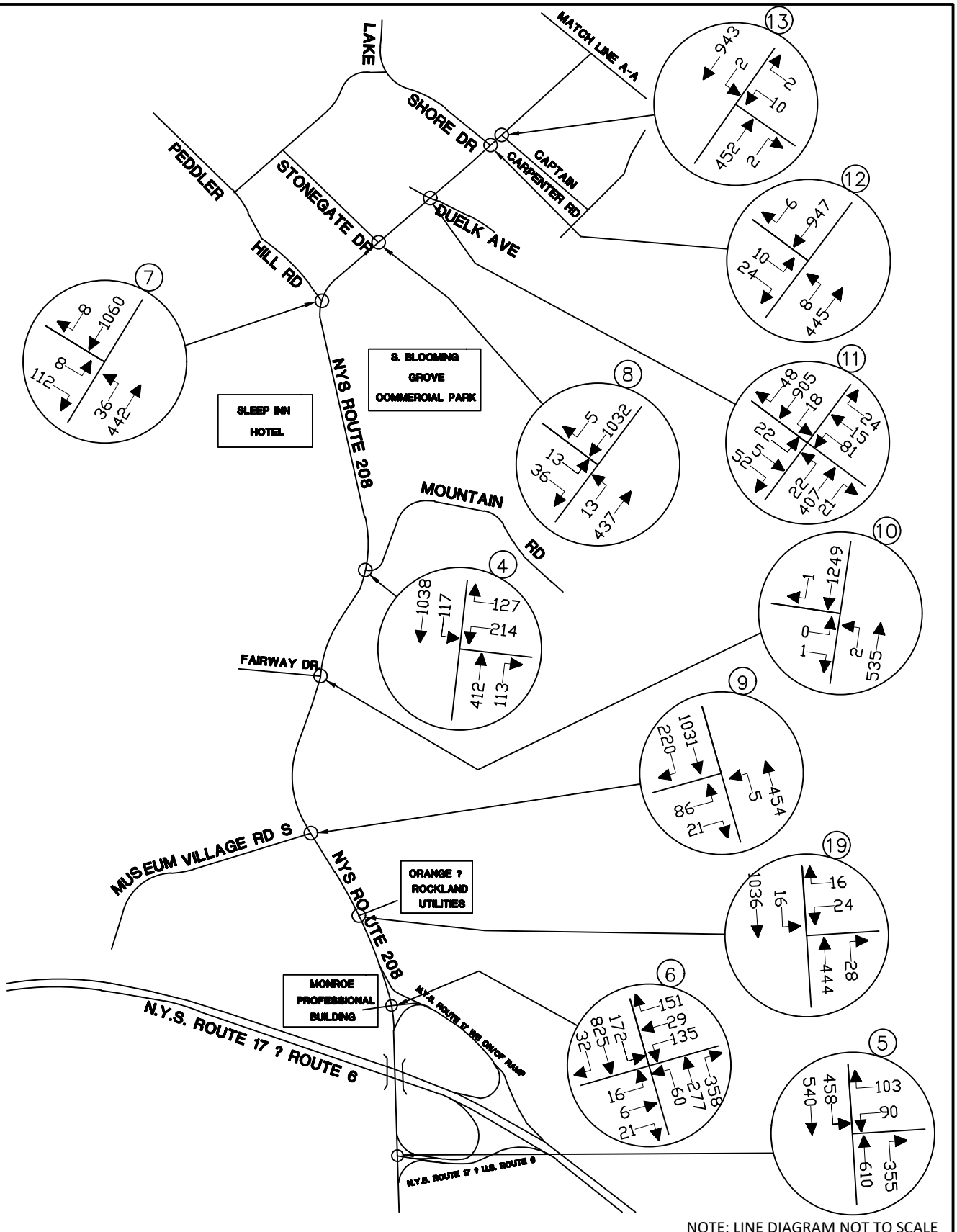
2030 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
29	



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JOB NUMBER:	DATE:
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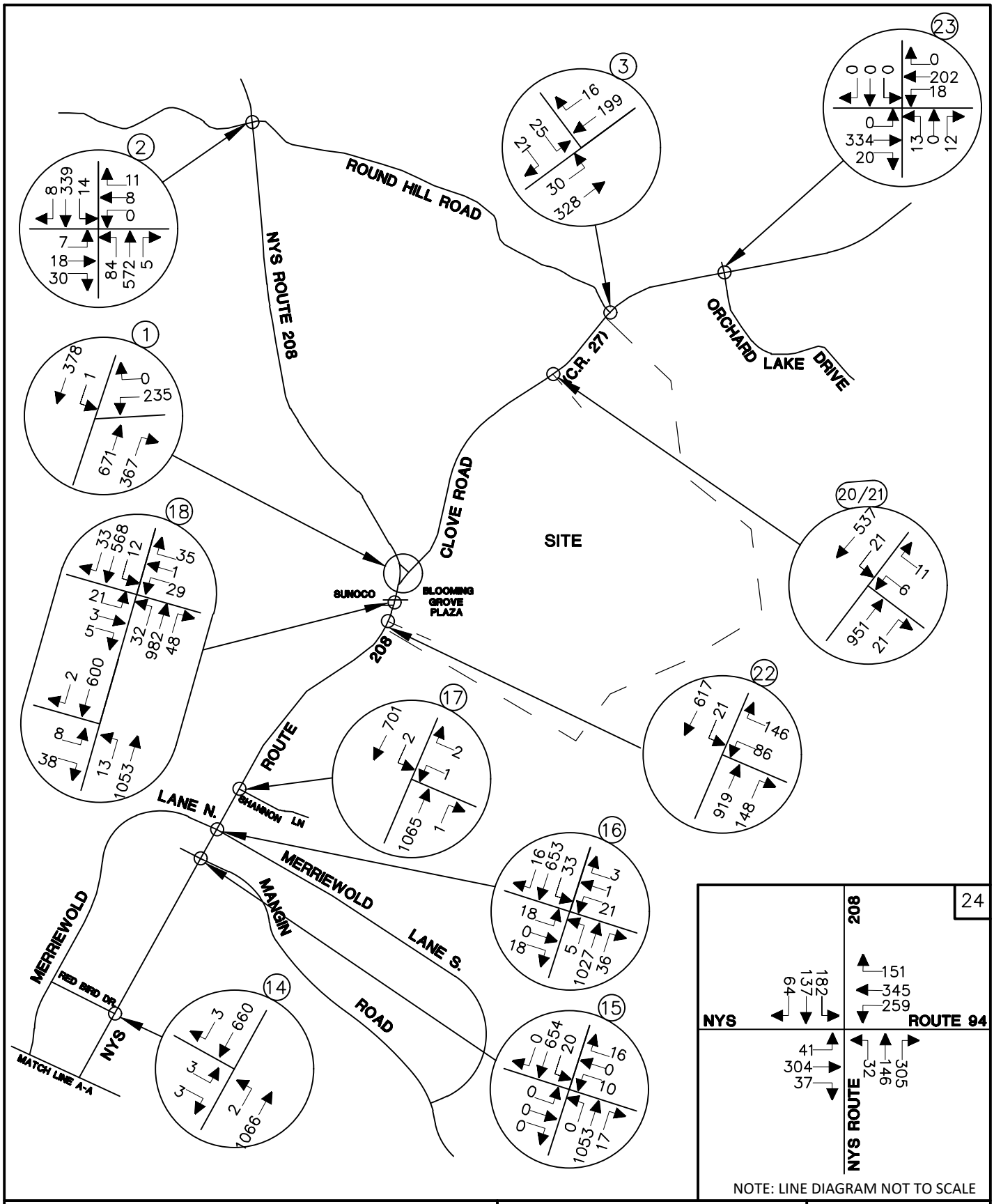

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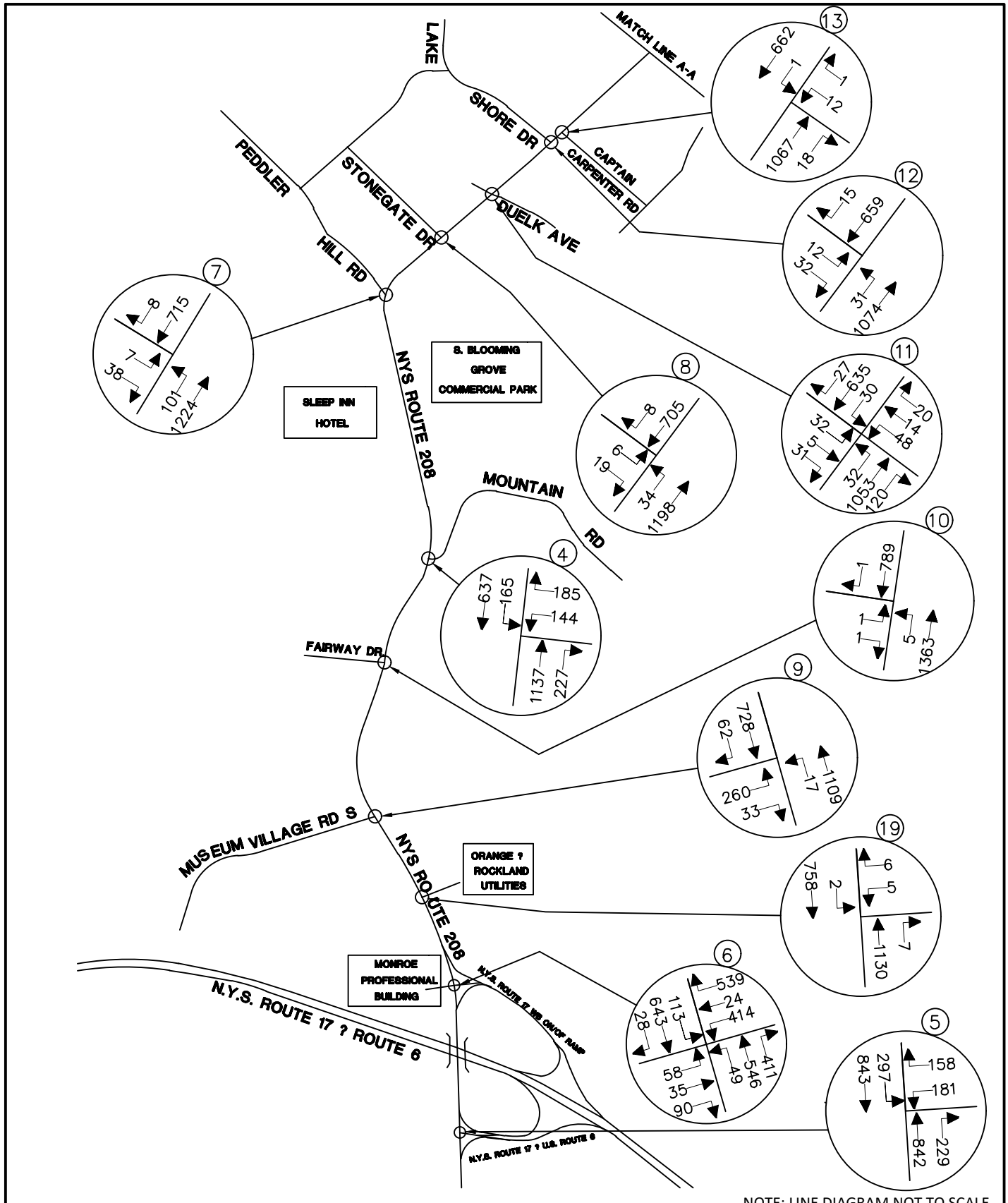

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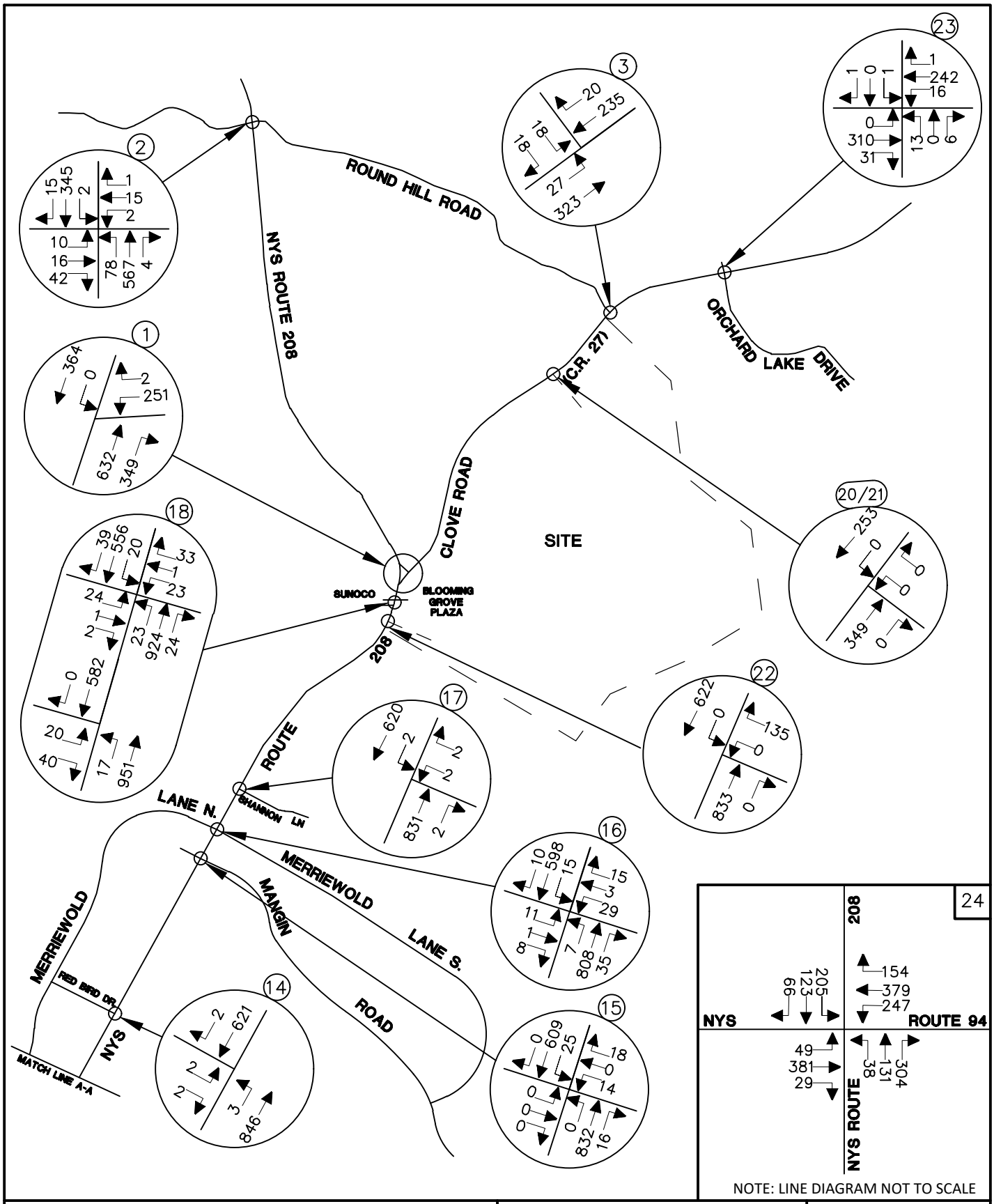

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2030 BUILD TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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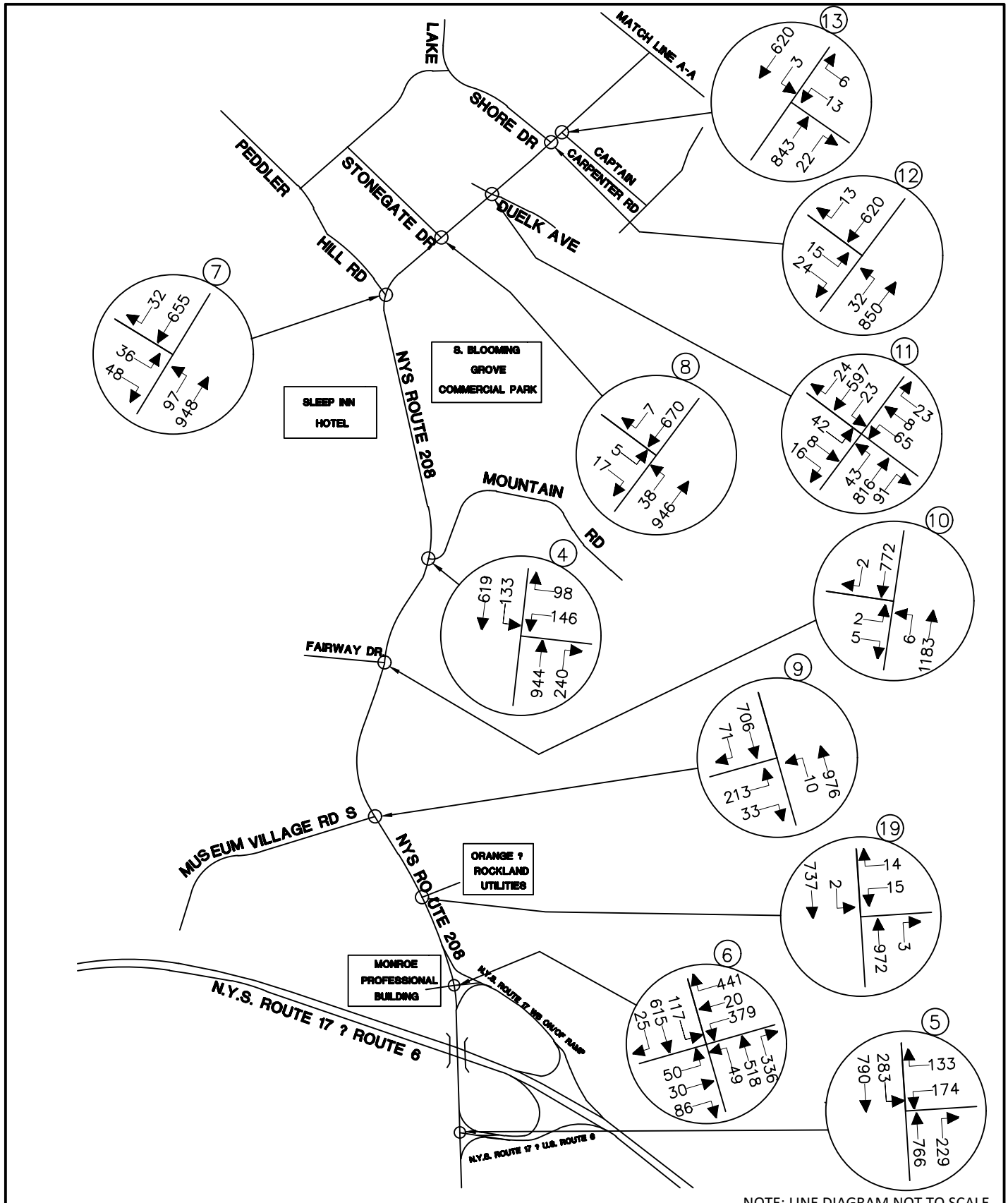

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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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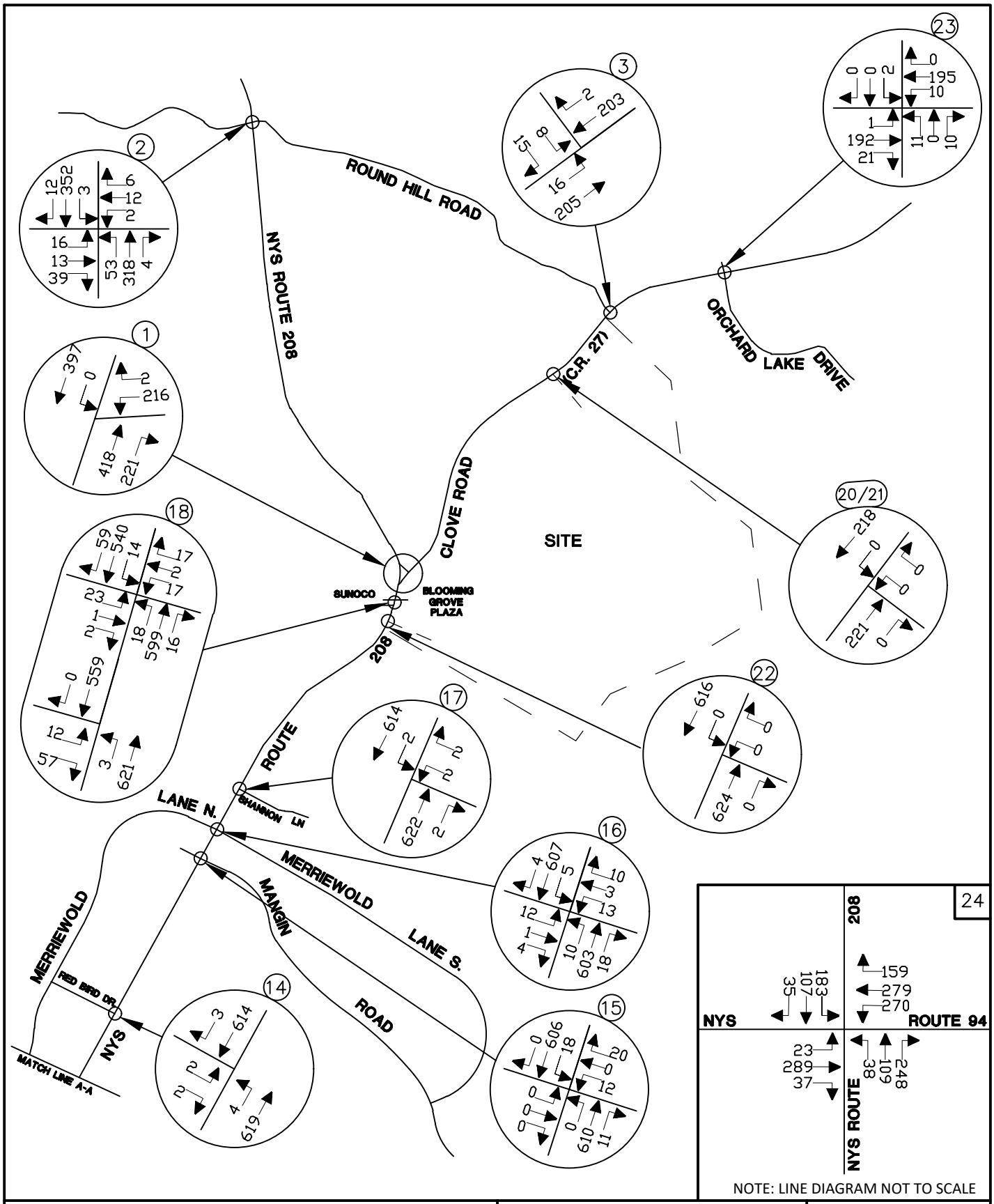
FIGURE NUMBER:	
31A	



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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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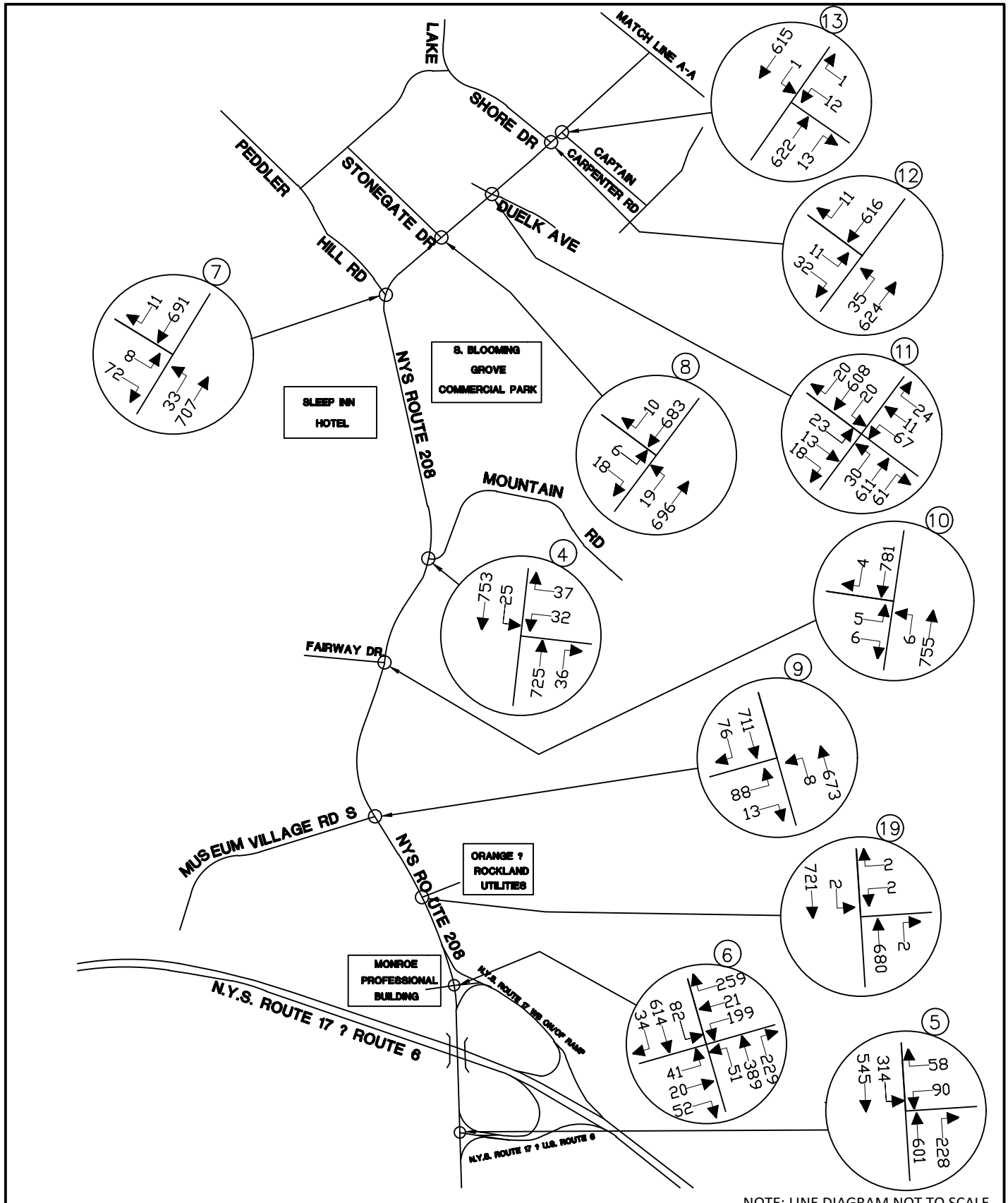
32	



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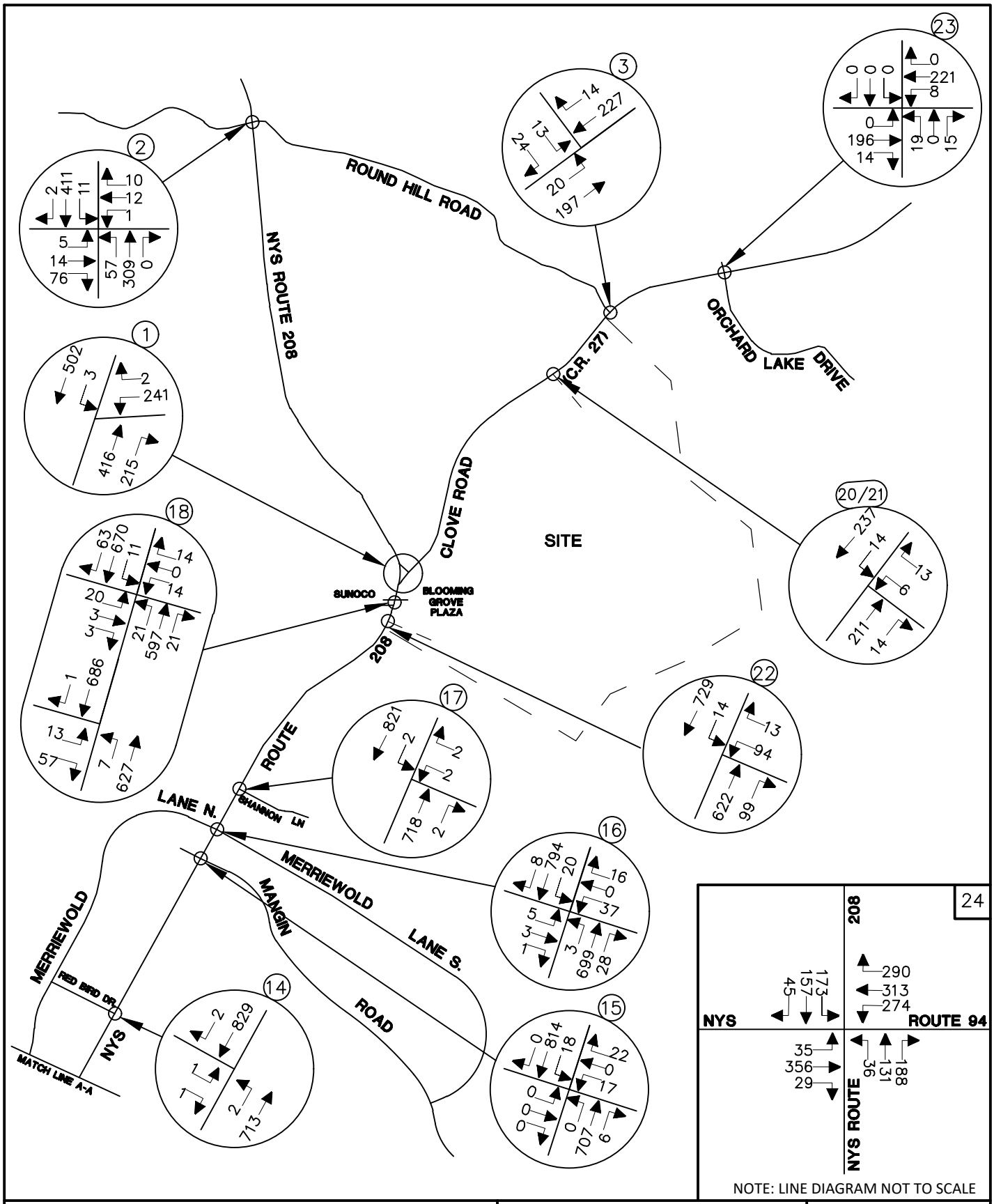

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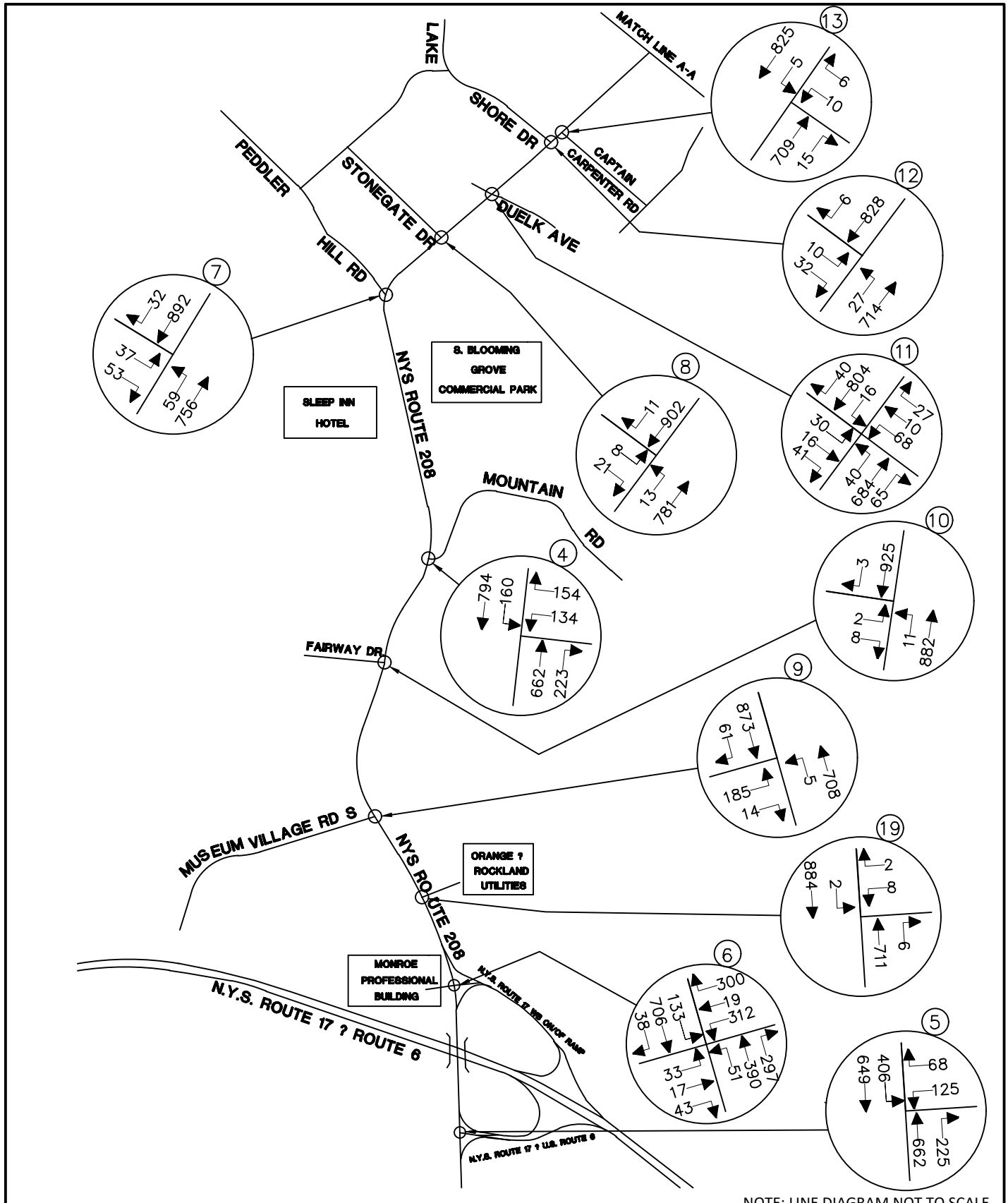

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SEPTEMBER SUNDAY PEAK HOUR

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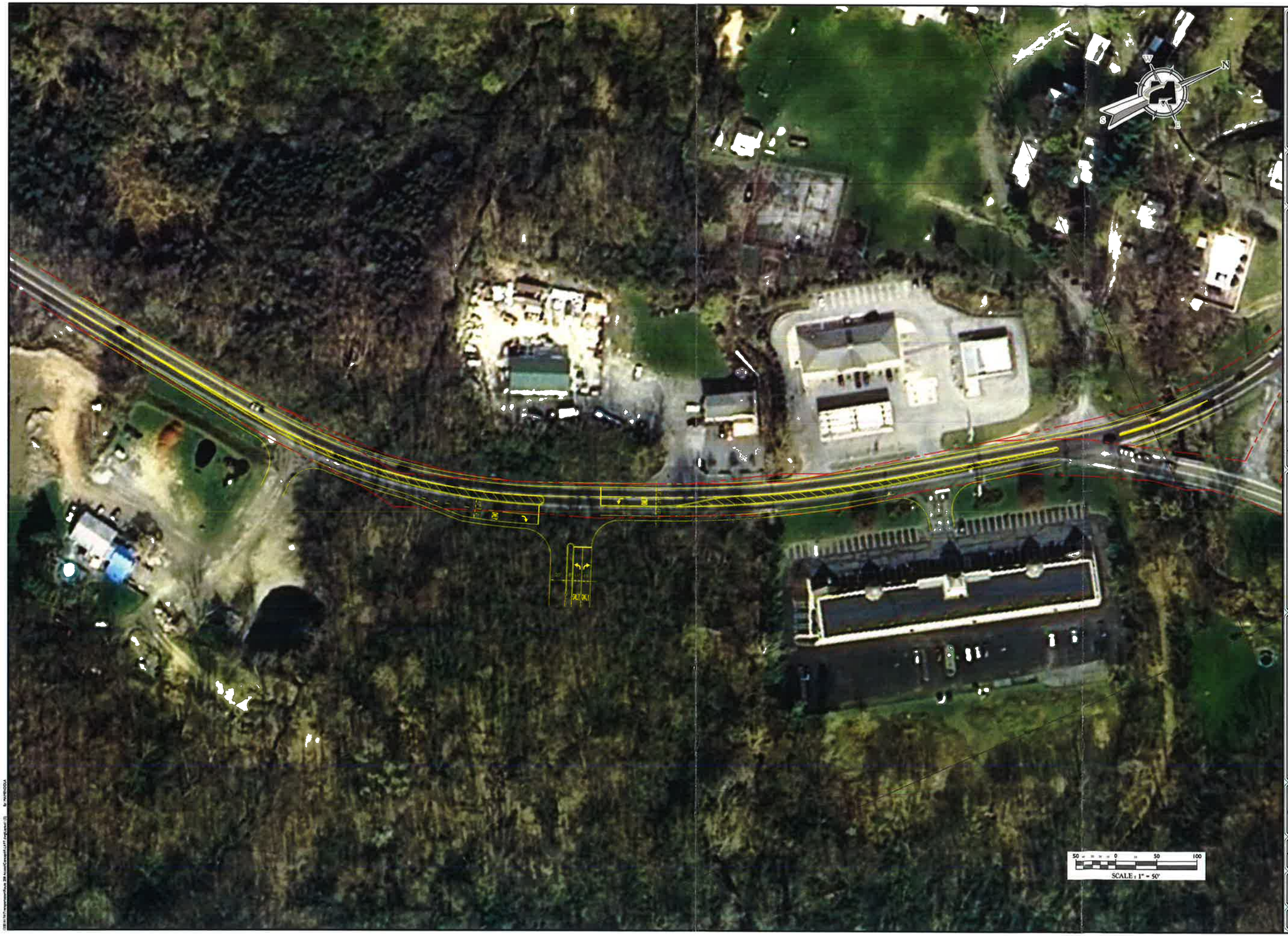
FIGURE NUMBER:	
33A	

A.2

CONCEPTUAL ACCESS PLAN



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REV	DATE	DRAWN BY	DESCRIPTION

PRELIMINARY

CONCEPTUAL ACCESS PLAN

FOR

CLOVE WOOD RESIDENTIAL

NYS ROUTE 208

S. BLOOMING GROVE
ORANGE COUNTY
NEW YORK

RED BANK OFFICE
Corporate Headquarters
331 Newman Springs Road
Suite 203
Red Bank, NJ 07701
Phone: 732.383.1950
Fax: 732.383.1964

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	09/24/15	MJA	PJG

PROJECT NUMBER:	DRAWING NAME:
13001417A	A-LAYT

SHEET TITLE:
CONCEPT PLAN

SHEET NUMBER:
1 of 1

A.3

CONCEPTUAL IMPROVEMENT PLAN

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- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

INTERSECTION IMPROVEMENT PLAN FOR CLOVEWOOD

NYS ROUTE 208 &
NYS ROUTE 17 EB
ON/OFF RAMPS
BLOOMING GROVE
ORANGE COUNTY
NEW YORK

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400 Columbus Avenue
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Valhalla, NY 10595

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PRELIMINARY IMPROVEMENT PLAN

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	10/23/2017	N.S.T.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
13001417B	R_CNPT

SHEET TITLE:
SOUTHBOUND
LEFT-TURN LANE

SHEET NUMBER:
1 OF 1

CLOVEWOOD

APPENDIX B

TABLES

B.1

HOURLY TRIP GENERATION TABLE
600 SINGLE FAMILY HOMES

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

CLOVEWOOD BLOOMING GROVE, NEW YORK	ENTRY		EXIT		TOTAL	
	HTGR[1]	VOLUME	HTGR[1]	VOLUME	HTGR[1]	VOLUME
COMMUNITY SCENARIO 1						
600 SINGLE FAMILY						
WEEKDAY PEAK AM HOUR	0.08	50	0.31	189	0.39	239
WEEKDAY PEAK PM HOUR	0.35	212	0.19	114	0.54	326
FRIDAY PEAK HOUR[2]	--	--	--	--	--	--
SATURDAY PEAK HOUR[3]	--	--	--	--	--	--
SUNDAY PEAK HOUR	0.23	141	0.21	125	0.44	266

NOTES:

1) THE CLOVEWOOD DEVELOPMENT IS PROPOSED FOR SOME 600 SINGLE FAMILY HOMES EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS SIMILAR TO KIYRAS JOEL.

   THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 221 - LOW RISE APARTMENT RATES (COMMUNITY SCENARIO 1 RATES) TO TAKE INTO CONSIDERATION THE TYPE OF COMMUNITY PROPOSED (ORTHODOX JEWISH).

2) SINCE CLOVEWOOD IS EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS, THERE IS NO TRAFFIC EXPECTED ON FRIDAY EVENINGS.

3) SINCE CLOVEWOOD IS EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS, THERE IS NO TRAFFIC ON SATURDAYS OR JEWISH HOLIDAYS (A TOTAL OF 65-75 DAYS).

4) IN ADDITION IT SHOULD BE NOTED THAT THESE RATES DO NOT TAKE ANY CREDIT FOR THE USE OF MASS TRANSIT OR CARPOOLING WHICH WOULD OCCUR WITHIN THIS TYPE OF COMMUNITY AND CORRESPONDING DEMOGRAPHIC USAGE

5) IT SHOULD BE NOTED THAT THE ANTICIPATED SITE GENERATION WOULD BE EVEN LESS UTLIZING KIYRAS JOEL RATES.

B.2

COMPARISON OF ITE TYPICAL RATES AND KIRYAS JOEL RATES

TABLE NO. 2

COMPARISON OF TYPICAL ITE TRIP RATES WITH KIRYAS JOEL TYPICAL TRIP RATES

CLOVEWOOD BLOOMING GROVE, NEW YORK	COMMUNITY SCENARIO 1 RATES ITE LAND USE 221		COMMUNITY SCENARIO 2 RATES ITE LAND USE 220		KIRYAS JOEL RATES	
	HTGR [1]	VOLUME	HTGR [2]	VOLUME	HTGR [3]	VOLUME
(600 LOTS)						
WEEKDAY PEAK AM HOUR	0.39	239	0.72	429	0.36	216
WEEKDAY PEAK PM HOUR	0.54	326	0.87	527	0.435	261

NOTES:

1) THE CLOVEWOOD DEVELOPMENT IS PROPOSED FOR SOME 600 SINGLE FAMILY HOMES EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS SIMILAR TO KIYRAS JOEL.

   THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 221 - LOW RISE APARTMENT RATES (COMMUNITY SCENARIO 1 RATES) TO TAKE INTO CONSIDERATION THE TYPE OF COMMUNITY PROPOSED (ORTHODOX JEWISH).

   IT SHOULD BE NOTED THAT THESE RATES DO NOT TAKE ANY CREDIT FOR THE USE OF MASS TRANSIT OR CARPOOLING WHICH WOULD OCCUR WITHIN THIS TYPE OF COMMUNITY AND CORRESPONDING DEMOGRAPHIC USAGE.

2) THE HOURLY TRIP GENERATION RATES (HTGR) FOR A CONVENTIONAL RESIDENTIAL DEVELOPMENT ARE BASED ON ITE LAND USE 210 - SINGLE FAMILY RATES (COMMUNITY SCENARIO 2 RATES).

   IT SHOULD BE NOTED THAT THESE RATES DO NOT TAKE ANY CREDIT FOR THE USE OF MASS TRANSIT OR CARPOOLING WHICH WOULD OCCUR WITHIN THIS TYPE OF COMMUNITY AND CORRESPONDING DEMOGRAPHIC USAGE.

3) THE HOURLY TRIP GENERATION RATES (HTGR) BASED ON DATA OBTAINED FROM THE KIYRAS JOEL DEIS.

B.3

LEVEL OF SERVICE SUMMARY TABLES

TABLE NO. 1

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**															
	CLOVE ROAD	SWB	LR	145		0.82	E	47.5	180'	1.20	F	158.9	385'	1.29	F	193.5	435'
	NYS ROUTE 208	SB	LT	500+		-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																
	CLOVE ROAD	WB	LR	145		-	-	-	-	0.89	D	48.2	237'	0.90	D	49.1	248'
		WB APPROACH		-		-	-	-	-	-	D	48.2	-	-	D	49.1	-
	NYS ROUTE 208	NB	TR	225		-	-	-	-	0.41	A	7.7	193'	0.43	A	8.2	209'
		NB APPROACH		-		-	-	-	-	-	A	7.7	-	-	A	8.2	-
	NYS ROUTE 208	SB	LT	500+		-	-	-	-	0.56	A	9.6	349'	0.57	B	10.0	353'
		SB APPROACH		-		-	-	-	-	-	A	9.6	-	-	B	10.0	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.3**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**															
	ROUND HILL ROAD	EB	LTR	400		0.19	B	14.1	18'	0.24	C	16.4	23'	0.24	C	16.7	23'
	ROUND HILL ROAD	WB	LTR	240		0.09	C	15.6	8'	0.12	C	19.2	10'	0.14	C	17.7	13'
	NYS ROUTE 208	NB	LTR	500+		0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.7	3'
	NYS ROUTE 208	SB	LTR	500+		0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**															
		SB	LR	335		0.07	B	10.4	5'	0.08	B	10.9	8'	0.09	B	11.0	8'
		NEB	LT	235		0.00	A	7.9	0'	0.00	A	8.0	0'	0.01	A	8.1	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**															
	MOUNTAIN ROAD	WB	LR	500+		0.27	C	18.1	28'	1.23	F	167.8	403'	1.75	F	394.1	628'
	NYS ROUTE 208	SB	LT	500+		0.02	A	8.1	3'	0.04	A	8.7	3'	0.13	A	9.1	10'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
	MOUNTAIN ROAD	WB	L	500+		-	-	-	-	0.84	D	52.0	#232	0.83	D	51.8	#232
			R	500+		-	-	-	-	0.39	C	32.8	37'	0.43	C	32.1	39'
		WB APPROACH		-		-	-	-	-	-	D	45.6	-	-	D	44.5	-
	NYS ROUTE 208	NB	T	150		-	-	-	-	0.35	A	7.7	179'	0.38	A	8.6	204'
			R	50		-	-	-	-	0.10	A	2.1	8'	0.10	A	2.4	9'
		NB APPROACH		-		-	-	-	-	-	A	6.5	-	-	A	7.3	-
	NYS ROUTE 208	SB	L	100		-	-	-	-	0.07	A	4.7	14'	0.21	A	5.3	33'
			T	500+		-	-	-	-	0.87	B	16.3	#913	0.82	B	13.5	#835
		SB APPROACH		-		-	-	-	-	-	B	15.8	-	-	B	12.6	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**16.6**	**-**
	W/ ROUNDABOUT (5)																
		WB APPROACH		500+		-	-	-	-	-	A	5.9	-	-	A	6.2	-
		NB APPROACH		150		-	-	-	-	-	A	4.8	-	-	A	5.3	-
		SB APPROACH		550+		-	-	-	-	-	B	11.0	-	-	B	11.1	-
		OVERALL				**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**8.8**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**															
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+		0.42	C	28.2	66'	0.57	C	27.9	109'	0.58	C	27.9	110'
		WB APPROACH		-		-	C	28.2	-	-	C	27.9	-	-	C	27.9	-
	NYS ROUTE 208	NB	T	500+		0.32	A	2.4	102'	0.52	A	4.3	218'	0.53	A	4.4	222'
		NB APPROACH		-		-	A	2.4	-	-	A	4.3	-	-	A	4.4	-
	NYS ROUTE 208	SB	LT	500+		1.09	E	67.2	#671	1.96	F	450.3	#817	1.74	F	348.3	#941
		SB APPROACH		-		-	E	67.2	-	-	F	450.3	-	-	F	348.3	-
		OVERALL		**-**		**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**165.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+		-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#313
		WB APPROACH		-		-	-	-	-	-	E	74.0	-	-	E	74.0	-
	NYS ROUTE 208	NB	TR	500+		-	-	-	-	0.80	D	44.5	716'	0.85	D	50.5	#769
		NB APPROACH		-		-	-	-	-	-	D	44.5	-	-	D	50.5	-
	NYS ROUTE 208	SB	L	150		-	-	-	-	0.90	D	52.7	m431	0.71	D	46.7	m365
			T	500+		-	-	-	-	0.37	B	13.9	m193	0.39	B	14.0	m234
		SB APPROACH		-		-	-	-	-	-	C	34.3	-	-	C	29.0	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**39.2**	**-**

TABLE NO. 1

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**														
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP															
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.8	18'	0.13	C	21.9	30'	0.13	C	21.9	30'
		EB APPROACH		-	-	C	22.8	-	-	C	21.9	-	-	C	21.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.37	C	24.1	81'	0.49	C	24.0	122'	0.49	C	24.0	122'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	0'
		WB APPROACH		-	-	C	24.1	-	-	C	24.0	-	-	C	24.0	-
	NYS ROUTE 208	NB	LT	500+	0.21	A	3.6	75'	0.42	A	6.1	151'	0.42	A	6.0	156'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	0'
		NB APPROACH		-	-	A	3.6	-	-	A	6.1	-	-	A	6.0	-
	NYS ROUTE 208	SB	LTR	450	0.80	B	11.8	#665	1.06	F	56.9	#970	1.02	D	43.6	#925
		SB APPROACH		-	-	B	11.8	-	-	E	56.9	-	-	D	43.6	-
		OVERALL		**-**	**-**	**B**	**11.5**	**-**	**-**	**D**	**42.5**	**-**	**-**	**C**	**32.9**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.79	F	88.0	68'	0.79	F	98.8	68'
		EB APPROACH		-	-	-	-	-	-	F	88.0	-	-	F	98.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.88	E	78.3	249'	0.88	E	78.3	249'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.3	-	-	E	78.3	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.69	D	43.7	m66	0.16	B	12.1	m43
			T	500+	-	-	-	-	0.29	B	16.7	213'	0.30	B	16.3	m201
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	m0
		NB APPROACH		-	-	-	-	-	-	C	21.7	-	-	B	15.6	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.29	B	14.0	m80	0.32	B	14.6	m94
			TR	450	-	-	-	-	1.05	F	43.2	m#1335	0.95	B	18.9	#1212
		SB APPROACH		-	-	-	-	-	-	D	39.1	-	-	B	18.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.9**	**-**	**-**	**C**	**26.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH															
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.58	E	76.0	58'	0.58	E	76.0	58'
		EB	R	50	-	-	-	-	0.61	E	78.0	0'	0.61	E	78.0	0'
		EB APPROACH		-	-	-	-	-	-	E	77.0	-	-	E	77.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.77	E	67.0	249'	0.77	E	67.0	208'
			T	500+					0.18	E	62.0		0.18	E	62.0	61'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	66.1	-	-	E	66.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.59	D	38.9	m65'	0.16	B	11.7	m55
			T	500+	-	-	-	-	0.28	B	15.7	213'	0.30	B	15.9	231'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	0'
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	B	15.2	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.28	B	12.9	m77'	0.32	B	14.0	m88
	``		TR	450	-	-	-	-	1.03	F	35.4	m#1312'	0.94	B	17.1	#1200
		SB APPROACH		-	-	-	-	-	-	C	32.3	-	-	B	16.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.4**	**-**	**-**	**C**	**23.1**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**														
	PEDDLER HILL ROAD															
	PEDDLER HILL ROAD	SEB	LR	500+	0.42	D	28.4	50'	0.62	E	46.6	90'	0.64	E	49.8	95'
	NYS ROUTE 208	NB	LT	500+	0.04	B	10.4	3'	0.06	B	11.2	5'	0.06	B	11.3	5'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.05	C	22.2	48'	0.05	C	23.1	18'
			R	50	-	-	-	-	0.77	C	26.9	18'	0.77	C	27.9	48'
		SEB APPROACH		-	-	-	-	-	-	C	26.6	-	-	C	27.6	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.15	B	16.8	14'	0.16	B	17.5	14'
			T	-	-	-	-	-	0.33	A	2.9	89'	0.36	A	3.0	100'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.1	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.87	A	6.9	#785	0.87	A	7.5	#806
		SB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.6**	**-**	**-**	**A**	**7.9**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**														
	STONEGATE DRIVE															
	STONEGATE DRIVE	SEB	LR	500+	0.19	C	22.0	18'	0.27	D	29.5	25'	0.28	D	31.1	28'
	NYS ROUTE 208	NEB	LT	500+	0.02	B	10.1	3'	0.02	B	10.8	3'	0.02	B	10.9	3'
	W/ SIGNALIZATION															
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.43	C	26.3	43'	0.45	C	27.5	43'
		SEB APPROACH		-	-	-	-	-	-	C	26.3	-	-	C	27.5	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.31	A	2.5	80'	0.34	A	2.5	90'
		NEB APPROACH		-	-	-	-	-	-	A	2.5	-	-	A	2.5	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.81	A	5.7	428'	0.81	A	5.6	452'
		SWB APPROACH		-	-	-	-	-	-	A	5.7	-	-	A	5.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.5**	**-**	**-**	**A**	**5.4**	**-**

TABLE NO. 1

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**															
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		0.70	F	70.9	103'	1.42	F	335.1	228'	1.32	F	290.2	215'
	NYS ROUTE 208	NB	LT	500+		0.01	B	10.9	0'	0.01	B	12.6	0'	0.01	B	12.2	0'
	WITH SIGNALIZATION																
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		-	-	-	-	0.68	F	84.9	#189	0.68	F	84.9	#189
		EB APPROACH		-		-	-	-	-	-	F	84.9	-	-	F	84.9	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.32	A	2.9	34'	0.33	A	2.9	35'
		NB APPROACH		-		-	-	-	-	-	A	2.9	-	-	A	2.9	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.94	C	22.5	#1654	0.90	B	17.3	#1347
		SB APPROACH		-		-	-	-	-	-	C	22.5	-	-	B	17.3	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**B**	**17.7**	**-**
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**															
	FAIRWAY DRIVE	EB	LR	315		0.00	C	20.0	0'	0.01	D	27.1	0'	0.01	D	25.2	0'
	NYS ROUTE 208	NB	LT	500+		0.00	B	10.8	0'	0.00	B	12.5	0'	0.00	B	12.0	0'
	W/ SIGNALIZATION																
	FAIRWAY DRIVE	EB	LR	315		-	-	-	-	0.02	D	36.3	0'	0.02	C	33.5	0'
		EB APPROACH		-		-	-	-	-	-	D	36.3	-	-	C	33.5	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.36	A	1.9	79'	0.38	A	2.1	84'
		NB APPROACH		-		-	-	-	-	-	A	1.9	-	-	A	2.1	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.93	B	13.7	#1020	0.90	B	10.3	#734
		SB APPROACH		-		-	-	-	-	-	B	13.7	-	-	B	10.3	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**B**	**10.4**	**-**	**-**	**A**	**7.8**	**-**
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**															
	DUELK AVENUE	EB	LTR	100		0.78	C	34.2	50'	0.78	C	34.2	51'	0.78	C	34.2	51'
		EB APPROACH		-		-	C	34.2	-	-	C	34.2	-	-	C	34.2	-
	DUELK AVENUE	WB	LT	500+		0.69	C	34.8	81'	0.70	C	34.7	87'	0.70	C	34.7	87'
			R	500+		0.23	C	28.7	0'	0.22	C	28.6	0'	0.22	C	28.6	0'
		WB APPROACH		-		-	C	33.6	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	NEB	LTR	500+		0.28	A	5.9	134'	0.38	A	6.9	197'	0.41	A	7.2	222'
		NEB APPROACH		-		-	A	5.9	-	-	A	6.9	-	-	A	7.2	-
	NYS ROUTE 208	SWB	LTR	375		0.73	B	12.3	#623	0.85	B	17.9	#781	0.86	B	18.9	#800
		SWB APPROACH		-		-	B	12.3	-	-	B	17.9	-	-	B	18.9	-
		OVERALL		**-**		**-**	**B**	**13.9**	**-**	**-**	**B**	**17.0**	**-**	**-**	**B**	**17.5**	**-**

TABLE NO. 1

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE		**UNSIGNALIZED**														
		LAKE SHORE DRIVE	SEB	LR	165	0.13	C	20.8	10'	0.18	D	27.2	18'	0.19	D	29.0	18'
		NYS ROUTE 208	NEB	LT	395	0.01	B	10.3	0'	0.01	B	11.0	0'	0.01	B	11.1	0'
	W/ SIGNALIZATION																
		LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.28	C	21.7	33'	0.29	C	22.7	34'
			SEB APPROACH		-	-	-	-	-	-	C	21.7	-	-	C	22.7	-
		NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.33	A	2.8	82'	0.35	A	2.8	91'
			NEB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.8	-
		NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.78	A	5.6	346'	0.78	A	5.6	358'
			SWB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.1**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD		**UNSIGNALIZED (4)**														
		CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	18.0	3'	0.06	C	23.0	5'	0.06	C	24.3	5'
		NYS ROUTE 208	SWB	LT	500+	0.00	A	7.9	0'	0.00	A	8.2	0'	0.00	A	8.3	0'
	W/ SIGNALIZATION																
		CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.09	C	20.0	21'	0.09	C	20.9	21'
			NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	C	20.9	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.34	A	2.9	75'	0.37	A	2.9	84'
			NEB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	2.9	-
		NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.73	A	5.4	314'	0.73	A	5.3	325'
			SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE		**UNSIGNALIZED (4)**														
		RED BIRD DRIVE	SEB	LR	345	0.00	C	15.4	0'	0.00	C	17.5	0'	0.00	C	17.7	0'
		NYS ROUTE 208	NEB	LT	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	W/ SIGNALIZATION																
		RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.01	C	21.2	0'	0.01	B	20.0	0'
			SEB APPROACH		-	-	-	-	-	-	C	21.2	-	-	B	20.0	-
		NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.38	A	6.5	121'	0.37	A	3.0	72'
			NEB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	3.0	-
		NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.84	B	12.0	464'	0.77	A	5.5	270'
			SWB APPROACH		-	-	-	-	-	-	B	12.0	-	-	A	5.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.3**	**-**	**-**	**A**	**4.7**	**-**
15	NYS ROUTE 208 & MANGIN ROAD		**UNSIGNALIZED (4)**														
		MANGIN ROAD	NWB	LR	500+	0.10	C	15.6	8'	0.14	C	20.0	13'	0.15	C	21.4	13'
		NYS ROUTE 208	SWB	LT	300	0.01	A	8.6	0'	0.01	A	9.0	0'	0.01	A	9.2	0'
	W/ SIGNALIZATION																
		MANGIN ROAD	NWB	LR	360	-	-	-	-	0.32	C	23.8	37'	0.33	C	25.0	38'
			NWB APPROACH		-	-	-	-	-	-	C	23.8	-	-	C	25.0	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.36	A	2.7	85'	0.38	A	2.7	96'
			NEB APPROACH		-	-	-	-	-	-	A	2.7	-	-	A	2.7	-
		NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.75	A	5.4	365'	0.76	A	5.3	380'
			SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.0**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE		**UNSIGNALIZED**														
		MERRIEWOLD LANE	SEB	LTR	500+	0.06	C	24.9	5'	0.08	D	34.4	8'	0.09	E	37.6	8'
		MERRIEWOLD LANE	NWB	LTR	500+	0.15	C	20.6	13'	0.22	D	28.3	20'	0.24	D	30.8	23'
		NYS ROUTE 208	NEB	LTR	315	0.00	B	12.2	0'	0.00	B	13.3	0'	0.00	B	13.5	0'
		NYS ROUTE 208	SWB	LTR	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.4	0'
	W/ SIGNALIZATION																
		MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.04	B	19.4	10'	0.04	C	20.3	9'
			SEB APPROACH		-	-	-	-	-	-	B	19.4	-	-	C	20.3	-
		MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.17	C	20.1	44'	0.18	C	21.0	38'
			NWB APPROACH		-	-	-	-	-	-	C	20.1	-	-	C	21.0	-
		NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.35	A	3.0	101'	0.37	A	3.0	104'
			NEB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-
		NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.72	A	5.3	477'	0.72	A	5.2	342'
			SWB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.0**	**-**

TABLE NO. 1

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**														
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.02	C	18.2	0'	0.02	C	19.1	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.4	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**														
	SUNOCO DRIVEWA	EB	LTR	25	0.12	C	23.4	10'	0.18	D	32.6	15'	0.19	D	34.1	18'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.02	C	20.0	3'	0.04	D	28.9	3'	0.04	D	30.4	3'
	NYS ROUTE 208	NB	LTR	275	0.05	A	9.6	3'	0.06	B	10.2	5'	0.06	B	10.2	5'
	NYS ROUTE 208	SB	LTR	140	0.00	A	7.9	0'	0.01	A	8.2	0'	0.01	A	8.3	0'
	W/ SIGNALIZATION															
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.11	B	19.0	28'	0.11	B	19.6	28'
		EB APPROACH		-	-	-	-	-	-	B	19.0	-	-	B	19.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.02	B	18.6	12'	0.02	B	19.2	12'
		WB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	19.2	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.38	A	3.2	96'	0.40	A	3.2	103'
		NB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.72	A	5.4	299'	0.72	A	5.3	309'
		SB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**4.9**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**														
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	19.2	13'	0.22	D	28.2	20'	0.21	D	27.0	20'
	NYS ROUTE 208	SB	LT	120	0.01	A	8.1	0'	0.02	A	8.6	3'	0.02	A	8.7	3'
	W/ SIGNALIZATION															
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.42	C	28.9	47'	0.39	C	26.1	47'
		WB APPROACH		-	-	-	-	-	-	C	28.9	-	-	C	26.1	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.33	A	2.4	87'	0.36	A	2.6	92'
			R	150	-	-	-	-	0.03	A	1.7	5'	0.03	A	1.9	5'
		NB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.6	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.03	A	3.1	5'	0.03	A	3.5	5'
			T	500+	-	-	-	-	0.84	A	6.1	510'	0.81	A	5.8	428'
		SB APPROACH		-	-	-	-	-	-	A	6.0	-	-	A	5.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.6**	**-**	**-**	**A**	**5.3**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**														
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.05	B	10.3	3'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	7.6	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**														
		WB	L		**-**	-	-	-	**-**	-	-	-	0.71	B	19.3	130'
			R		**-**	-	-	-	**-**	-	-	-	0.11	B	16.4	17'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	18.9	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.67	B	10.9	241'
			R		**-**	-	-	-	**-**	-	-	-	0.05	A	4.8	5'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	10.4	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.31	A	6.5	45'
			T		**-**	-	-	-	**-**	-	-	-	0.78	A	6.1	373'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	6.1	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.8**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH			-	-	-	-	-	-	-	-	-	A	7.0	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	6.0	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	8.5	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.6**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**														
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.5	0'	0.01	A	7.6	0'	0.01	A	7.6	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.09	B	11.2	8'	0.11	B	11.9	10'	0.11	B	12.0	10'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.0	0'	0.00	B	11.6	0'	0.01	B	11.7	0'

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WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	27.9	60'
				TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	28.1	312'
			EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	28.1	-
		NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	28.0	#293
				T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	26.1	432'
				R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.6	23'
			WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	23.9	-
		NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.28	C	22.4	64'
				TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.76	C	31.8	#289
			NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	29.7	-
			SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.38	C	21.4	92'
				TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.7	216'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.2	-
			OVERALL		**-**	**-**	**C**	**20.9**	**-**	**-**	**C**	**25.0**	**-**	**-**	**C**	**26.0**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	28.0	60'
				TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	28.1	311'
			EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	28.1	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	28.0	#294
				T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	26.0	429'
				R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	4.6	23'
			WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	23.9	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.27	C	22.2	64'
				TR	140	-	-	-	-	0.73	C	28.3	#257	0.76	C	29.9	#287
			NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	28.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.38	C	21.3	91'
				TR	125	-	-	-	-	0.71	C	26.4	211'	0.70	C	26.6	215'
			SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	25.0	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**24.8**	**-**	**-**	**C**	**25.7**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.40	C	24.9	45'
		NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.7	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
		CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.15	F	154.7	300'
		NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.7	0'
	WITH SIGNALIZATION																
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.86	D	47.3	210'
			WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.3	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.87	B	17.7	#859
			NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	17.7	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.30	A	4.9	134'
			SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.9	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**B**	**19.0**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
		ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.24	C	24.1	23'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.06	C	16.6	5'
		NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.02	A	8.8	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
			SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.09	B	11.7	8'
			NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.02	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
		MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	3.89	F	> 1000	920'
		NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.40	C	18.0	48'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.79	E	79.5	#258
				R	500+	-	-	-	-	0.51	E	58.0	66'	0.79	E	72.3	158'
			WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	75.5	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	0.91	C	24.6	#1480
				R	50	-	-	-	-	0.18	A	1.9	41'	0.18	A	2.2	54'
			NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.9	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.86	D	47.9	192'
				T	500+	-	-	-	-	0.43	A	4.0	186'	0.46	A	4.6	210'
			SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	B	13.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**C**	**25.7**	**-**
	W/ ROUNDABOUT (5)																
			WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	20.4	-
			NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	15.6	-
			SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.2	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**13.6**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.90	D	52.3	#273
			WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	52.3	-
		NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.74	A	10.0	370'
			NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	A	10.0	-
		NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.67	F	769.2	#945
			SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	769.2	-
			OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**354.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#542
			WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.89	D	43.6	#1041
			NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	43.6	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.79	D	45.4	m152
				T	500+	-	-	-	-	0.63	A	0.4	m295	0.65	A	0.2	m320
			SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.0	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**29.5**	**-**

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**														
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP															
	OFFICE DRIVEWAY	EB	LTR	50	0.15	C	20.1	40'	0.35	C	21.0	#212	0.35	C	21.0	#212
		EB APPROACH		-	-	C	20.1	-	-	C	21.0	-	-	C	21.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.65	C	24.9	#259	1.08	F	91.5	#474	1.08	F	91.5	#474
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.9	-	-	F	91.5	-	-	F	91.5	-
	NYS ROUTE 208	NB	LT	195	0.43	A	9.3	181'	0.64	B	13.4	270'	0.72	B	15.5	315'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	9.3	-	-	B	13.4	-	-	B	15.5	-
	NYS ROUTE 208	SB	LTR	450	0.60	B	11.7	307'	0.88	C	25.3	#670	0.99	D	43.9	#765
		SB APPROACH		-	-	B	11.7	-	-	C	25.3	-	-	D	43.9	-
		OVERALL		**-**	**-**	**B**	**14.1**	**-**	**-**	**D**	**36.8**	**-**	**-**	**D**	**43.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.35	F	261.5	#370	1.35	F	261.5	#370
		EB APPROACH		-	-	-	-	-	-	F	261.5	-	-	F	261.5	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	1.12	F	133.7	#743	1.12	F	133.7	#743
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	133.7	-	-	F	133.7	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.19	C	23.6	m48	0.26	C	26.7	m45
			T	500+	-	-	-	-	0.68	C	34.3	m537	0.73	C	34.3	m586
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.3	-	-	C	33.7	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.41	C	25.8	m73	0.55	D	39.9	m80
			TR	450	-	-	-	-	0.91	B	19.9	m#916	0.96	C	27.2	m#961
		SB APPROACH		-	-	-	-	-	-	C	20.7	-	-	C	29.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**E**	**73.5**	**-**	**-**	**E**	**74.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH															
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.76	F	85.3	#188'	0.76	F	85.3	#188'
		EB	R	50	-	-	-	-	0.84	F	103.3	50'	0.84	F	103.3	50'
		EB APPROACH		-	-	-	-	-	-	F	94.2	-	-	F	94.2	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	1.01	F	97.9	#665'	1.01	F	97.9	#665'
			T	500+	-	-	-	-	0.06	D	42.5	46'	0.06	D	42.5	46'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	94.8	-	-	F	94.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.16	C	20.8	m48'	0.18	C	22.0	m45'
			T	500+	-	-	-	-	0.66	C	32.5	m527'	0.73	C	34.3	m586'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	31.5	-	-	C	33.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.39	C	24.4	m72'	0.50	C	28.5	m79'
			TR	450	-	-	-	-	0.89	B	15.2	m#894'	0.93	C	20.6	m#938'
		SB APPROACH		-	-	-	-	-	-	B	16.4	-	-	C	21.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**46.3**	**-**	**-**	**D**	**47.8**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**														
	PEDDLER HILL ROAD															
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	D	26.9	18'	0.42	F	57.3	45'	0.48	F	70.9	53'
	NYS ROUTE 208	NB	LT	500+	0.09	A	8.8	8'	0.12	A	9.5	10'	0.13	A	9.9	10'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.14	C	26.5	33'	0.14	C	29.1	33'
			R	50	-	-	-	-	0.79	D	36.2	20'	0.78	D	38.5	20'
		SEB APPROACH		-	-	-	-	-	-	C	34.6	-	-	D	37.0	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.17	A	3.9	21'	0.19	A	4.4	21'
			T	-	-	-	-	-	0.89	A	5.1	#1022	0.90	A	5.8	#1267
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.7	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.48	A	2.1	129'	0.54	A	2.2	167'
		SB APPROACH		-	-	-	-	-	-	A	2.1	-	-	A	2.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**5.2**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**														
	STONEGATE DRIVE															
	STONEGATE DRIVE	SEB	LR	500+	0.10	C	20.7	8'	0.16	D	30.5	15'	0.20	E	37.4	18'
	NYS ROUTE 208	NEB	LT	500+	0.03	A	8.6	3'	0.04	A	9.1	3'	0.04	A	9.5	3'
	W/ SIGNALIZATION															
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.31	D	35.2	30'	0.37	D	43.1	30'
		SEB APPROACH		-	-	-	-	-	-	D	35.2	-	-	D	43.1	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.85	A	7.6	#970	0.94	B	17.1	#1202
		NEB APPROACH		-	-	-	-	-	-	A	7.6	-	-	B	17.1	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.46	A	2.4	134'	0.51	A	2.2	171'
		SWB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.2**	**-**	**-**	**B**	**12.4**	**-**

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**														
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	2.48	F	762.2	575'	6.50	F	> 1000	923'	6.50	F	> 1000	923'
	NYS ROUTE 208	NB	LT	500+	0.02	A	8.7	3'	0.02	A	9.5	3'	0.02	A	9.7	3'
	WITH SIGNALIZATION															
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	1.03	F	119.3	#535	1.03	F	119.3	#535
		EB APPROACH		-	-	-	-	-	-	F	119.3	-	-	F	119.3	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.93	C	26.5	m#1514	0.89	C	21.4	m#1408
		NB APPROACH		-	-	-	-	-	-	C	26.5	-	-	C	21.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.0	420'	0.62	B	10.8	474'
		SB APPROACH		-	-	-	-	-	-	B	10.0	-	-	B	10.8	-
		OVERALL		-	-	-	-	-	-	**C**	**33.3**	-	-	**C**	**30.6**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**														
	FAIRWAY DRIVE	EB	LR	315	0.02	D	31.1	0'	0.03	F	59.6	3'	0.03	F	58.8	3'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.3	0'	0.01	A	9.5	0'
	W/ SIGNALIZATION															
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.04	D	40.2	8'	0.04	D	42.2	8'
		EB APPROACH		-	-	-	-	-	-	D	40.2	-	-	D	42.2	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.96	C	20.4	#1154	0.92	B	13.4	#1161
		NB APPROACH		-	-	-	-	-	-	C	20.4	-	-	B	13.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.51	A	2.2	144'	0.54	A	2.3	158'
		SB APPROACH		-	-	-	-	-	-	A	2.2	-	-	A	2.3	-
		OVERALL		-	-	-	-	-	-	**B**	**14.2**	-	-	**A**	**9.4**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**														
	DUELK AVENUE	EB	LTR	100	0.70	C	32.4	51'	0.73	C	32.7	52'	0.73	C	32.7	52'
		EB APPROACH		-	-	C	32.4	-	-	C	32.7	-	-	C	32.7	-
	DUELK AVENUE	WB	LT	500+	0.54	C	32.3	58'	0.57	C	32.7	63'	0.57	C	32.7	63'
			R	500+	0.20	C	28.7	0'	0.21	C	28.8	0'	0.21	C	28.8	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.8	-	-	C	31.8	-
	NYS ROUTE 208	NEB	LTR	500+	0.89	B	19.7	#811	1.05	D	52.8	#1021	1.08	E	64.2	#1060
		NEB APPROACH		-	-	B	19.7	-	-	D	52.8	-	-	E	64.2	-
	NYS ROUTE 208	SWB	LTR	375	0.43	A	6.7	225'	0.58	A	8.4	348'	0.66	A	9.9	#504
		SWB APPROACH		-	-	A	6.7	-	-	A	8.4	-	-	A	9.9	-
		OVERALL		-	-	**B**	**17.0**	-	-	**D**	**37.3**	-	-	**D**	**43.5**	-
	WITH TIMING IMPROVEMENTS															
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.79	E	69.7	97'	0.79	E	69.7	97'
		EB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	75.1	116'	0.74	E	75.1	116'
			R	500+	-	-	-	-	0.27	E	64.5	3'	0.27	E	64.5	3'
		WB APPROACH		-	-	-	-	-	-	E	72.5	-	-	E	72.5	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.88	B	18.5	#1492	0.91	C	21.4	#1572'
		NB APPROACH		-	-	-	-	-	-	B	18.5	-	-	C	21.4	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.51	A	6.2	328'	0.59	A	7.1	420'
		SB APPROACH		-	-	-	-	-	-	A	6.2	-	-	A	7.1	-
		OVERALL		-	-	-	-	-	-	**B**	**18.8**	-	-	**C**	**20.3**	-

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**															
		LAKE SHORE DRIVE	SEB	LR	165	0.15	C	19.9	13'	0.25	D	31.2	25'	0.31	E	38.7	30'
		NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.04	A	9.2	3'
	W/ SIGNALIZATION																
		LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.41	C	27.8	37'	0.52	D	39.5	40'
			SEB APPROACH		-	-	-	-	-	-	C	27.8	-	-	D	39.5	-
		NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.79	A	5.9	#572	0.87	A	8.8	#1019
			NEB APPROACH		-	-	-	-	-	-	A	5.9	-	-	A	8.8	-
		NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.46	A	2.8	129'	0.49	A	2.4	163'
			SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**7.4**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**															
		CAPTAIN CARPENTER ROAD	NB	LR	360	0.06	C	23.4	5'	0.10	D	33.5	8'	0.12	E	39.1	10'
		NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.7	0'	0.00	B	10.9	0'
	W/ SIGNALIZATION																
		CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.12	C	25.5	26'	0.15	C	33.7	26'
			NB APPROACH		-	-	-	-	-	-	C	25.5	-	-	C	33.7	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.5	409'	0.87	A	8.6	#948
			NEB APPROACH		-	-	-	-	-	-	A	5.5	-	-	A	8.6	-
		NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.42	A	2.8	113'	0.46	A	2.4	143'
			SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**6.6**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**															
		RED BIRD DRIVE	SEB	LR	345	0.03	C	22.1	3'	0.05	D	32.2	3'	0.06	E	38.5	5'
		NYS ROUTE 208	NEB	LT	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	9.0	0'
	W/ SIGNALIZATION																
		RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.06	C	25.7	14'	0.08	C	33.9	14'
			SEB APPROACH		-	-	-	-	-	-	C	25.7	-	-	C	33.9	-
		NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.77	A	5.3	389'	0.85	A	8.1	#945
			NEB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	8.1	-
		NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.44	A	2.8	104'	0.48	A	2.4	133'
			SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**6.2**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**															
		MANGIN ROAD	NWB	LR	500+	0.10	C	21.2	8'	0.16	D	30.0	15'	0.19	D	34.2	18'
		NYS ROUTE 208	SWB	LT	300	0.03	B	10.0	3'	0.03	B	10.9	3'	0.04	B	11.1	3'
	W/ SIGNALIZATION																
		MANGIN ROAD	NWB	LR	360	-	-	-	-	0.25	C	27.2	32'	0.32	D	36.3	32'
			NWB APPROACH		-	-	-	-	-	-	C	27.2	-	-	D	36.3	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.4	437'	0.87	A	8.9	#974
			NEB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	8.9	-
		NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.45	A	2.8	131'	0.50	A	2.4	175'
			SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**7.0**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**															
		MERRIEWOLD LANE	SEB	LTR	500+	0.20	D	29.2	18'	0.34	F	52.0	33'	0.43	F	71.1	45'
		MERRIEWOLD LANE	NWB	LTR	500+	0.19	E	37.0	18'	0.32	F	67.9	30'	0.40	F	89.0	38'
		NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	9.1	0'
		NYS ROUTE 208	SWB	LTR	500+	0.05	B	10.1	3'	0.06	B	11.0	5'	0.06	B	11.3	5'
	W/ SIGNALIZATION																
		MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.18	C	24.9	40'	0.25	D	35.5	39'
			SEB APPROACH		-	-	-	-	-	-	C	24.9	-	-	D	35.5	-
		MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.12	C	24.5	38'	0.16	C	34.8	39'
			NWB APPROACH		-	-	-	-	-	-	C	24.5	-	-	C	34.8	-
		NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.75	A	4.1	376'	0.85	A	7.9	#962'
			NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	7.9	-
		NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.47	A	2.3	131'	0.53	A	2.5	200'
			SWB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.2**	**-**	**-**	**A**	**6.8**	**-**

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**														
	SHANNON LANE	NWB	LR	175	0.01	C	18.7	0'	0.02	C	24.2	3'	0.02	D	26.6	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.8	0'	0.00	B	11.0	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**														
	SUNOCO DRIVEWA	EB	LTR	25	0.37	F	67.8	35'	0.74	F	200.1	73'	0.86	F	255.9	80'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.45	E	45.7	53'	0.81	F	128.7	108'	0.92	F	168.9	123'
	NYS ROUTE 208	NB	LTR	275	0.03	A	8.5	3'	0.04	A	9.0	3'	0.04	A	9.2	3'
	NYS ROUTE 208	SB	LTR	140	0.02	B	10.1	3'	0.02	B	11.0	3'	0.02	B	11.2	3'
	W/ SIGNALIZATION															
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.15	C	29.3	41'	0.15	C	31.3	42'
		EB APPROACH		-	-	-	-	-	-	C	29.3	-	-	C	31.3	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.36	C	30.9	58'	0.38	C	33.0	58'
		WB APPROACH		-	-	-	-	-	-	C	30.9	-	-	C	33.0	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.83	A	7.0	631'	0.84	A	7.9	#892
		NB APPROACH		-	-	-	-	-	-	A	7.0	-	-	A	7.9	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.48	A	3.0	165'	0.49	A	3.0	177'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.9**	**-**	**-**	**A**	**7.5**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**														
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.06	C	23.8	5'	0.10	E	36.5	8'	0.09	E	35.7	8'
	NYS ROUTE 208	SB	LT	120	0.00	B	11.0	0'	0.00	B	12.5	0'	0.00	B	12.1	0'
	W/ SIGNALIZATION															
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.16	C	34.4	20'	0.18	D	38.6	20'
		WB APPROACH		-	-	-	-	-	-	C	34.4	-	-	D	38.6	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.88	A	9.5	#923	0.93	B	14.3	#1037
			R	150	-	-	-	-	0.01	A	1.3	2'	0.01	A	1.2	2'
		NB APPROACH		-	-	-	-	-	-	A	9.4	-	-	B	14.2	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	16.6	1'	0.01	C	22.3	1'
			T	500+	-	-	-	-	0.52	A	2.6	157'	0.54	A	2.5	176'
		SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**B**	**10.0**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**														
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.11	D	28.6	10'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.04	B	10.7	3'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**														
		WB	L		**-**	-	-	-	**-**	-	-	-	0.38	C	24.4	82'
			R		**-**	-	-	-	**-**	-	-	-	0.72	C	27.0	49'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	C	26.0	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.89	B	16.6	#681
			R		**-**	-	-	-	**-**	-	-	-	0.13	A	2.5	8'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	14.7	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.10	B	11.5	8'
			T		**-**	-	-	-	**-**	-	-	-	0.52	A	4.4	186'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	4.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**12.7**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	12.9	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	C	19.3	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	5.5	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.4**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**														
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.02	A	8.0	0'	0.02	A	8.1	3'	0.02	A	8.1	3'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	11.4	3'	0.05	B	12.3	5'	0.05	B	12.4	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 2

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.6	54'
				TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	48.4	#398
			EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	D	46.3	-
		NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	36.2	#272
				T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	34.0	325'
				R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.2	17'
			WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.4	-
		NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.5	34'
				TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.38	F	220.7	#710
			NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	207.7	-
			SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.73	C	24.6	154'
				TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.41	C	24.0	177'
		NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.3	-
			OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**74.7**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.13	C	32.4	39'	0.13	C	33.2	39'
				TR	140	-	-	-	-	0.90	D	42.2	350'	0.91	D	45.8	352'
			EB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	44.5	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	E	55.5	#223	0.90	E	61.2	#244
				T	220	-	-	-	-	0.86	C	35.0	341'	0.87	D	37.5	341'
				R	95	-	-	-	-	0.35	A	9.8	40'	0.36	B	10.5	40'
			WB APPROACH		-	-	-	-	-	-	D	36.8	-	-	D	40.2	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.08	B	19.3	33'	0.08	B	19.9	34'
				TR	140	-	-	-	-	0.90	D	39.5	#534	0.91	D	43.4	#553
			NB APPROACH		-	-	-	-	-	-	D	38.1	-	-	D	41.9	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.84	D	46.2	#200	0.88	E	57.4	#206
				TR	125	-	-	-	-	0.32	B	19.8	164'	0.33	C	20.8	174'
			SB APPROACH		-	-	-	-	-	-	C	32.7	-	-	D	38.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**41.1**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.25	D	27.4	23'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.1	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
		CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.04	F	111.9	265'
		NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	48.1	218'
			WB APPROACH		-	-	-	-	-	-	D	48.1	-	-	D	48.1	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.78	B	12.8	#659
			NB APPROACH		-	-	-	-	-	-	B	12.8	-	-	B	12.8	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.27	A	4.8	121'
			SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
		ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.25	C	21.3	25'
		ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.09	C	22.2	8'
		NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.2	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	8.7	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
			SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.07	B	11.8	5'
			NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.02	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
		MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	1.69	F	389.0	460'
		NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.26	B	13.8	25'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283
				R	500+	-	-	-	-	0.52	E	59.4	48'	0.52	E	59.4	51'
			WB APPROACH		-	-	-	-	-	-	F	92.2	-	-	F	92.2	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.68	B	10.6	604'
				R	50	-	-	-	-	0.18	A	1.9	45'	0.18	A	1.9	27'
			NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	A	8.8	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.42	B	11.0	29'
				T	500+	-	-	-	-	0.42	A	3.7	167'	0.42	A	3.7	167'
			SB APPROACH		-	-	-	-	-	-	A	6.4	-	-	A	5..0	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**B**	**16.8**	**-**
	W/ ROUNDABOUT (5)																
			WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	B	10.4	-
			NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	A	9.2	-
			SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	6.6	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**A**	**8.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.88	D	43.7	#260
			WB APPROACH		-	-	C	27.3	-	-	D	43.7	-	-	D	43.7	-
		NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.71	A	8.4	334'
			NB APPROACH		-	-	A	4.8	-	-	A	8.4	-	-	A	8.4	-
		NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.32	F	495.5	#856
			SB APPROACH		-	-	D	35.1	-	-	F	495.5	-	-	F	495.5	-
			OVERALL		**-**	**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#445
			WB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.85	D	41.6	864'
			NB APPROACH		-	-	-	-	-	-	D	41.6	-	-	D	41.6	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.69	D	42.4	m148
				T	500+	-	-	-	-	0.62	A	1.0	m525	0.62	A	1.0	m525
			SB APPROACH		-	-	-	-	-	-	B	11.9	-	-	B	11.9	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**														
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP															
	OFFICE DRIVEWAY	EB	LTR	50	0.12	C	21.1	31'	0.28	C	20.4	#103	0.28	C	20.4	#103
		EB APPROACH		-	-	C	21.1	-	-	C	20.4	-	-	C	20.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.56	C	23.8	#195	0.83	D	36.4	#391	0.83	D	36.4	#391
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.8	-	-	D	36.4	-	-	D	36.4	-
	NYS ROUTE 208	NB	LT	500+	0.37	A	7.1	177'	0.55	B	11.8	257'	0.55	B	11.8	257'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	7.1	-	-	B	11.8	-	-	B	11.8	-
	NYS ROUTE 208	SB	LTR	450	0.51	A	8.4	288'	0.78	B	18.3	#627	0.78	B	18.3	#627
		SB APPROACH		-	-	A	8.4	-	-	B	18.3	-	-	B	18.3	-
		OVERALL		**-**	**-**	**B**	**11.3**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**20.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.08	F	161.7	#292	1.08	F	161.7	#292
		EB APPROACH		-	-	-	-	-	-	F	161.7	-	-	F	161.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.94	E	77.9	#543	0.94	E	77.9	#543
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	77.9	-	-	E	77.9	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.17	C	25.1	m44	0.17	C	25.1	m44
			T	500+	-	-	-	-	0.66	D	36.3	m552	0.66	D	36.3	m552
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	D	35.4	-	-	D	35.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.43	C	28.2	m80	0.43	C	28.2	m80
			TR	450	-	-	-	-	0.84	B	16.6	#863	0.84	B	16.6	#863
		SB APPROACH		-	-	-	-	-	-	B	18.4	-	-	B	18.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**48.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH															
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.66	E	70.6	138'	0.66	E	70.6	138'
		EB	R	50	-	-	-	-	0.81	F	88.3	37'	0.81	F	88.3	37'
		EB APPROACH		-	-	-	-	-	-	E	79.8	-	-	E	79.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.90	E	71.1	485'	0.90	E	71.1	485'
			T	500+					0.05	D	45.2	38'	0.05	D	45.2	38'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	69.8	-	-	E	69.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m44'	0.15	C	23.2	m44'
			T	500+	-	-	-	-	0.64	C	34.5	m544'	0.64	C	34.5	m544'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.40	C	26.2	m79'	0.40	C	26.2	m79'
			TR	450	-	-	-	-	0.81	B	13.1	m#840'	0.81	B	13.1	m#840'
		SB APPROACH		-	-	-	-	-	-	B	15.2	-	-	B	15.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**37.9**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**														
	PEDDLER HILL ROAD															
	PEDDLER HILL ROAD	SEB	LR	500+	0.53	F	55.8	65'	1.13	F	236.2	158'	0.88	F	136.1	125'
	NYS ROUTE 208	NB	LT	500+	0.08	A	8.8	8'	0.11	A	9.5	10'	0.11	A	9.5	10'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.41	C	20.8	33'	0.40	B	17.4	44'
			R	50	-	-	-	-	0.61	C	22.6	50'	0.60	B	19.1	30'
		SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	B	18.4	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.18	A	5.3	24'	0.18	A	6.0	24'
			T	-	-	-	-	-	0.83	A	4.8	488'	0.78	A	4.5	330'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.7	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.54	A	2.9	164'	0.58	A	3.4	164'
		SB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	3.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.8**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**														
	STONEGATE DRIVE															
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	22.0	8'	0.15	D	32.5	13'	0.13	D	27.6	10'
	NYS ROUTE 208	NEB	LT	500+	0.04	A	8.7	3'	0.05	A	9.2	3'	0.05	A	9.2	3'
	W/ SIGNALIZATION															
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.24	C	29.0	26'	0.20	C	23.9	24'
		SEB APPROACH		-	-	-	-	-	-	C	29.0	-	-	C	23.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.78	A	5.0	479'	0.71	A	4.7	337'
		NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.49	A	2.8	141'	0.52	A	3.3	146'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	3.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**														
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	1.62	F	374.7	365'	4.32	F	> 1000	708'	3.45	F	> 1000	665'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.5	0'	0.01	A	9.5	0'
	WITH SIGNALIZATION															
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.77	E	72.8	#369	0.77	E	72.8	#369
		EB APPROACH		-	-	-	-	-	-	E	72.8	-	-	E	72.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.84	B	18.3	m338	0.74	B	13.3	m197
		NB APPROACH		-	-	-	-	-	-	B	18.3	-	-	B	13.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.9	445'	0.59	B	10.9	445'
		SB APPROACH		-	-	-	-	-	-	B	10.9	-	-	B	10.9	-
		OVERALL		-	-	-	-	-	-	**C**	**21.9**	-	-	**B**	**19.7**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**														
	FAIRWAY DRIVE	EB	LR	315	0.03	C	21.8	3'	0.06	E	37.2	5'	0.05	D	32.3	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	W/ SIGNALIZATION															
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	D	36.2	14'	0.08	C	30.6	14'
		EB APPROACH		-	-	-	-	-	-	D	36.2	-	-	C	30.6	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.88	A	9.5	#998	0.81	A	6.1	479'
		NB APPROACH		-	-	-	-	-	-	A	9.5	-	-	A	6.1	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.52	A	2.4	153'	0.53	A	2.8	153'
		SB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.8	-
		OVERALL		-	-	-	-	-	-	**A**	**7.0**	-	-	**A**	**4.9**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**														
	DUELK AVENUE	EB	LTR	100	0.66	C	31.8	55'	0.68	C	32.0	57'	0.68	C	32.0	57'
		EB APPROACH		-	-	C	31.8	-	-	C	32.0	-	-	C	32.0	-
	DUELK AVENUE	WB	LT	500+	0.57	C	32.5	64'	0.60	C	32.9	68'	0.60	C	32.9	68'
			R	500+	0.21	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'
		WB APPROACH		-	-	C	31.6	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.76	B	12.6	#671	0.91	C	21.8	#865	0.80	B	14.2	#723
		NEB APPROACH		-	-	B	12.6	-	-	C	21.8	-	-	B	14.2	-
	NYS ROUTE 208	SWB	LTR	375	0.42	A	6.6	229'	0.54	A	8.0	338'	0.54	A	8.0	338'
		SWB APPROACH		-	-	A	6.6	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		-	-	**B**	**12.5**	-	-	**B**	**18.0**	-	-	**B**	**13.5**	-
	WITH TIMING IMPROVEMENTS															
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.78	E	68.4	107'	0.78	E	68.4	107'
		EB APPROACH		-	-	-	-	-	-	E	68.4	-	-	E	68.4	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	72.3	122'	0.74	E	72.3	122'
			R	500+	-	-	-	-	0.27	E	62.3	4'	0.27	E	62.3	4'
		WB APPROACH		-	-	-	-	-	-	E	69.9	-	-	E	69.9	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.77	B	11.5	#1128	0.68	A	8.9	769'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	A	8.9	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.46	A	5.8	357'	0.46	A	5.7	354'
		SB APPROACH		-	-	-	-	-	-	A	5.8	-	-	A	5.7	-
		OVERALL		-	-	-	-	-	-	**B**	**14.5**	-	-	**B**	**13.3**	-

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**															
		LAKE SHORE DRIVE	SEB	LR	165	0.15	C	21.9	13'	0.24	D	34.0	23'	0.21	D	28.7	20'
		NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.03	A	8.9	3'
	W/ SIGNALIZATION																
		LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.30	C	23.8	36'	0.26	B	19.6	30'
			SEB APPROACH		-	-	-	-	-	-	C	23.8	-	-	B	19.6	-
		NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.72	A	4.9	363'	0.66	A	4.8	270'
			NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-
		NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.48	A	3.2	135'	0.51	A	3.7	140'
			SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**															
		CAPTAIN CARPENTER ROAD	NB	LR	360	0.07	C	20.2	5'	0.11	D	27.7	10'	0.09	C	23.9	8'
		NYS ROUTE 208	SWB	LT	500+	0.00	A	9.5	0'	0.00	B	10.2	0'	0.00	A	9.6	0'
	W/ SIGNALIZATION																
		CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.14	C	22.0	24'	0.12	B	18.2	20'
			NB APPROACH		-	-	-	-	-	-	C	22.0	-	-	B	18.2	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.75	A	5.1	325'	0.69	A	5.0	237'
			NEB APPROACH		-	-	-	-	-	-	A	5.1	-	-	A	5.0	-
		NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.45	A	3.2	128'	0.47	A	3.7	131'
			SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.6**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**															
		RED BIRD DRIVE	SEB	LR	345	0.02	C	21.0	3'	0.03	D	29.8	10'	0.02	D	25.6	3'
		NYS ROUTE 208	NEB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
	W/ SIGNALIZATION																
		RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.04	C	21.8	9'	0.03	B	18.0	8'
			SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	B	18.0	-
		NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.71	A	4.9	293'	0.65	A	4.8	220'
			NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-
		NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.47	A	3.2	113'	0.50	A	3.7	120'
			SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.3**	**-**	**-**	**A**	**4.4**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**															
		MANGIN ROAD	NWB	LR	500+	0.12	C	20.7	10'	0.18	D	28.9	15'	0.15	C	24.3	15'
		NYS ROUTE 208	SWB	LT	300	0.03	A	9.6	3'	0.04	B	10.4	3'	0.03	A	9.8	3'
	W/ SIGNALIZATION																
		MANGIN ROAD	NWB	LR	360	-	-	-	-	0.26	C	23.3	31'	0.22	B	19.1	25'
			NWB APPROACH		-	-	-	-	-	-	C	23.3	-	-	B	19.1	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.74	A	5.0	338'	0.69	A	4.9	243'
			NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.9	-
		NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.47	A	3.2	148'	0.50	A	3.7	148'
			SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.7**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**															
		MERRIEWOLD LANE	SEB	LTR	500+	0.10	D	25.6	8'	0.18	E	42.2	15'	0.14	D	33.9	15'
		MERRIEWOLD LANE	NWB	LTR	500+	0.23	D	29.0	23'	0.38	E	49.9	40'	0.31	E	38.5	40'
		NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
		NYS ROUTE 208	SWB	LTR	500+	0.02	A	9.5	3'	0.02	B	10.3	3'	0.02	A	9.7	3'
	W/ SIGNALIZATION																
		MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.08	C	22.2	40'	0.07	B	18.3	20'
			SEB APPROACH		-	-	-	-	-	-	C	22.2	-	-	B	18.3	-
		MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	C	22.8	38'	0.17	B	18.8	38'
			NWB APPROACH		-	-	-	-	-	-	C	22.8	-	-	B	18.8	-
		NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.71	A	4.9	376'	0.65	A	4.8	258'
			NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-
		NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.46	A	3.2	131'	0.48	A	3.7	151'
			SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**														
	SHANNON LANE	NWB	LR	175	0.01	C	17.9	0'	0.02	C	23.0	3'	0.02	C	20.1	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.4	0'	0.00	B	10.1	0'	0.00	A	9.5	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**														
	SUNOCO DRIVEWA	EB	LTR	25	0.23	E	45.9	20'	0.42	F	96.2	40'	0.42	F	96.2	40'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.25	D	26.7	25'	0.40	E	44.7	43'	0.40	E	44.7	43'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.3	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.02	A	9.4	3'	0.03	B	10.1	3'	0.03	B	10.1	3'
	W/ SIGNALIZATION															
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.10	C	20.6	35'	0.10	C	20.6	35'
		EB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.24	C	21.3	44'	0.24	C	21.3	44'
		WB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	21.3	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.71	A	5.0	356'	0.71	A	5.0	356'
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.47	A	3.4	150'	0.47	A	3.4	150'
		SB APPROACH		-	-	-	-	-	-	A	3.4	-	-	A	3.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**														
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	22.6	10'	0.21	E	36.0	20'	0.18	D	29.8	15'
	NYS ROUTE 208	SB	LT	120	0.00	A	9.9	0'	0.00	B	11.1	0'	0.00	B	10.4	0'
	W/ SIGNALIZATION															
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.30	C	30.6	36'	0.25	C	24.8	31'
		WB APPROACH		-	-	-	-	-	-	C	30.6	-	-	C	24.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.82	A	6.1	482'	0.76	A	5.1	345'
			R	150	-	-	-	-	0.00	A	1.5	1'	0.00	A	1.8	1'
		NB APPROACH		-	-	-	-	-	-	A	6.1	-	-	A	5.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	12.1	1'	0.01	A	9.6	1'
			T	500+	-	-	-	-	0.54	A	2.9	173'	0.57	A	3.5	182'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**4.7**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**														
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**														
		WB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.78	B	16.4	0'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	16.4	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.79	A	5.8	186'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	5.8	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
			T		**-**	-	-	-	**-**	-	-	-	0.61	A	4.7	113'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	4.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.3**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH			-	-	-	-	-	-	-	-	-	A	9.9	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	10.1	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	4.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.0**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**														
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.9	0'	0.02	A	8.1	0'	0.02	A	8.1	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	12.1	3'	0.05	B	13.3	0'	0.05	B	13.3	0'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.6	0'	0.01	B	12.6	0'	0.01	B	12.6	0'

TABLE NO. 3

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	30.0	59'
				TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.93	D	52.4	#479
			EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	D	50.0	-
		NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.72	C	33.3	#218
				T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.87	D	35.3	337'
				R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.7	16'
			WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	29.0	-
		NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.11	C	25.9	37'
				TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.27	F	175.8	#642
			NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	163.8	-
			SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	24.9	164'
				TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.37	C	24.0	156'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	24.5	-
			OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**63.0**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.15	C	33.4	42'	0.15	C	33.4	42'
				TR	140	-	-	-	-	0.91	D	45.2	401'	0.91	D	45.2	401'
			EB APPROACH		-	-	-	-	-	-	D	43.9	-	-	D	43.9	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	E	59.2	#222	0.88	E	59.2	#222
				T	220	-	-	-	-	0.88	D	38.6	364'	0.88	D	38.6	364'
				R	95	-	-	-	-	0.31	A	9.1	38'	0.31	A	9.1	38'
			WB APPROACH		-	-	-	-	-	-	D	39.3	-	-	D	39.3	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.3	37'	0.09	C	21.3	37'
				TR	140	-	-	-	-	0.90	D	42.9	#502	0.90	D	42.9	#502
			NB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	41.1	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.86	D	48.6	#215	0.86	D	48.6	#215
				TR	125	-	-	-	-	0.32	C	21.7	156'	0.32	C	21.7	156'
			SB APPROACH		-	-	-	-	-	-	D	35.7	-	-	D	35.7	-
			OVERALL		-	-	-	-	-	-	**D**	**40.0**	-	-	**D**	**40.0**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.28	D	27.6	28'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.7	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
		CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	0.90	F	69.3	203'
		NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.87	D	48.3	190'
			WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	48.3	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.59	A	8.0	311'
			NB APPROACH		-	-	-	-	-	-	A	8.0	-	-	A	8.0	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.34	A	5.3	164'
			SB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.3	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
		ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.19	C	16.3	18'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.05	B	14.2	5'
		NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.2	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.00	A	8.4	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
			SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.04	B	10.1	3'
			NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
		MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.22	C	18.7	20'
		NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.03	A	9.5	3'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.45	E	63.2	63'
				R	500+	-	-	-	-	0.45	E	60.8	34'	0.45	E	60.8	34'
			WB APPROACH		-	-	-	-	-	-	E	61.9	-	-	E	61.9	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.50	A	4.6	317'
				R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.3	5'
			NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.05	A	2.6	7'
				T	500+	-	-	-	-	0.48	A	2.6	204'	0.48	A	2.6	204'
			SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**
	W/ ROUNDABOUT (5)																
			WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	A	6.3	-
			NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	5.6	-
			SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	5.7	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.54	C	27.7	94'
			WB APPROACH		-	-	C	28.2	-	-	C	27.7	-	-	C	27.7	-
		NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.50	A	4.5	209'
			NB APPROACH		-	-	A	3.1	-	-	A	4.5	-	-	A	4.5	-
		NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.26	F	139.9	#745
			SB APPROACH		-	-	B	16.2	-	-	F	139.9	-	-	F	139.9	-
			OVERALL		**-**	**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	206'
			WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.67	C	30.4	585'
			NB APPROACH		-	-	-	-	-	-	C	30.4	-	-	C	30.4	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.55	C	25.7	111'
				T	500+	-	-	-	-	0.41	A	0.6	100'	0.41	A	0.6	100'
			SB APPROACH		-	-	-	-	-	-	A	9.8	-	-	A	9.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**														
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP															
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.1	21'	0.28	C	22.4	59'	0.28	C	22.4	59'
		EB APPROACH		-	-	C	22.1	-	-	C	22.4	-	-	C	22.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.44	C	23.9	111'	0.53	C	23.7	153'	0.53	C	23.7	153'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.9	-	-	C	23.7	-	-	C	23.7	-
	NYS ROUTE 208	NB	LT	195	0.26	A	4.7	126'	0.37	A	6.3	177'	0.37	A	6.3	177'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	4.7	-	-	A	6.3	-	-	A	6.3	-
	NYS ROUTE 208	SB	LTR	450	0.50	A	6.5	306'	0.62	A	9.4	#486	0.62	A	9.4	#486
		SB APPROACH		-	-	A	6.5	-	-	A	9.4	-	-	A	9.4	-
		OVERALL		**-**	**-**	**A**	**8.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**11.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.85	E	73.1	152'	0.85	E	73.1	152'
		EB APPROACH		-	-	-	-	-	-	E	73.1	-	-	E	73.1	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55	0.15	C	23.2	m55
			T	500+	-	-	-	-	0.48	C	31.3	334'	0.48	C	31.3	334'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m59	0.22	C	22.5	m59
			TR	450	-	-	-	-	0.81	B	13.0	#821	0.81	B	13.0	#821
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**32.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH															
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.73	E	74.1	109'	0.73	E	74.1	109'
		EB	R	50	-	-	-	-	0.72	E	75.1	0'	0.72	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.6	-	-	E	74.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55'	0.15	C	23.2	m55'
			T	500+	-	-	-	-	0.48	C	31.3	324'	0.48	C	31.3	324'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m58'	0.22	C	22.5	m58'
			TR	450	-	-	-	-	0.81	B	13.0	374'	0.81	B	13.0	374'
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.2**	**-**	**-**	**C**	**32.2**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**														
	PEDDLER HILL ROAD															
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	C	16.7	18'	0.24	C	19.4	23'	0.24	C	19.4	23'
	NYS ROUTE 208	NB	LT	500+	0.03	A	8.8	3'	0.04	A	9.2	3'	0.04	A	9.2	3'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.08	B	12.3	26'	0.08	B	12.3	26'
			R	50	-	-	-	-	0.82	B	19.3	11'	0.82	B	19.3	11'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	18.6	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.07	A	6.7	10'	0.07	A	6.7	10'
			T	-	-	-	-	-	0.67	A	4.2	173'	0.67	A	4.2	173'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.2	169'	0.66	A	4.2	169'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**														
	STONEGATE DRIVE															
	STONEGATE DRIVE	SEB	LR	500+	0.07	C	16.3	5'	0.08	C	18.4	8'	0.08	C	18.4	8'
	NYS ROUTE 208	NEB	LT	500+	0.02	A	8.8	3'	0.02	A	9.1	3'	0.02	A	9.1	3'
	W/ SIGNALIZATION															
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.14	B	15.6	17'	0.14	B	15.6	17'
		SEB APPROACH		-	-	-	-	-	-	B	15.6	-	-	B	15.6	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.56	A	4.6	167'	0.56	A	4.6	167'
		NEB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.59	A	4.6	156'	0.59	A	4.6	156'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**														
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.55	E	48.0	73'	0.80	F	97.6	120'	0.80	F	97.6	120'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.0	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	WITH SIGNALIZATION															
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.30	D	53.4	143'	0.30	D	53.4	143'
		EB APPROACH		-	-	-	-	-	-	D	53.4	-	-	D	53.4	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.50	A	8.6	110'	0.50	A	8.6	110'
		NB APPROACH		-	-	-	-	-	-	A	8.6	-	-	A	8.6	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.58	B	11.1	442'	0.58	B	11.1	442'
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	11.1	-
		OVERALL		-	-	-	-	-	-	**B**	**12.8**	-	-	**B**	**12.8**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**														
	FAIRWAY DRIVE	EB	LR	315	0.06	C	23.7	5'	0.08	D	30.4	8'	0.08	D	30.4	8'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.01	A	9.6	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION															
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	B	18.9	13'	0.09	B	18.9	13'
		EB APPROACH		-	-	-	-	-	-	B	18.9	-	-	B	18.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.62	A	4.5	208'	0.62	A	4.5	208'
		NB APPROACH		-	-	-	-	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.6	211'	0.66	A	4.6	211'
		SB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**														
	DUELK AVENUE	EB	LTR	100	0.62	C	31.7	46'	0.64	C	31.9	49'	0.64	C	31.9	49'
		EB APPROACH		-	-	C	31.7	-	-	C	31.9	-	-	C	31.9	-
	DUELK AVENUE	WB	LT	500+	0.59	C	32.4	68'	0.62	C	33.0	72'	0.62	C	33.0	72'
			R	500+	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.53	A	7.7	317'	0.60	A	8.9	#408	0.60	A	8.9	#408
		NEB APPROACH		-	-	A	7.7	-	-	A	8.9	-	-	A	8.9	-
	NYS ROUTE 208	SWB	LTR	375	0.48	A	7.0	271'	0.54	A	8.0	339'	0.54	A	8.0	339'
		SWB APPROACH		-	-	A	7.0	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		-	-	**B**	**10.0**	-	-	**B**	**10.9**	-	-	**B**	**10.9**	-
	WITH TIMING IMPROVEMENTS															
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**															
	LAKE SHORE DRIVE	SEB	LR	165	0.12	C	16.7	10'	0.15	C	19.6	13'	0.15	C	19.6	13'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.7	3'	0.04	A	8.9	3'	0.04	A	8.9	3'
	W/ SIGNALIZATION																
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.23	B	14.8	23'	0.23	B	14.8	23'
		SEB APPROACH		-	-	-	-	-	-	B	14.8	-	-	B	14.8	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.56	A	4.7	165'	0.56	A	4.7	165'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.57	A	4.7	145'	0.57	A	4.7	145'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.1**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**															
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	17.9	3'	0.06	C	20.8	5'	0.06	C	20.8	5'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
	W/ SIGNALIZATION																
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.06	B	13.4	12'	0.06	B	13.4	12'
		NB APPROACH		-	-	-	-	-	-	B	13.4	-	-	B	13.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.9	141'	0.59	A	4.9	141'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.52	A	4.7	135'	0.52	A	4.7	135'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**															
	RED BIRD DRIVE	SEB	LR	345	0.02	C	18.2	0'	0.02	C	21.4	3'	0.02	C	21.4	3'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.03	B	13.8	6'	0.03	B	13.8	6'
		SEB APPROACH		-	-	-	-	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.54	A	4.7	142'	0.54	A	4.7	142'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.58	A	4.8	135'	0.58	A	4.8	135'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**															
	MANGIN ROAD	NWB	LR	500+	0.09	C	15.7	8'	0.11	C	18.1	10'	0.11	C	18.1	10'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.7	3'	0.02	A	8.9	3'	0.02	A	8.9	3'
	W/ SIGNALIZATION																
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.18	B	14.5	20'	0.18	B	14.5	20'
		NWB APPROACH		-	-	-	-	-	-	B	14.5	-	-	B	14.5	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.8	151'	0.59	A	4.8	151'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.54	A	4.7	157'	0.54	A	4.7	157'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**															
	MERRIEWOLD LANE	SEB	LTR	500+	0.08	C	23.5	8'	0.11	D	29.6	10'	0.11	D	29.6	10'
	MERRIEWOLD LANE	NWB	LTR	500+	0.09	C	19.6	8'	0.12	C	23.3	10'	0.12	C	23.3	10'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.5	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	NYS ROUTE 208	SWB	LTR	500+	0.01	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.05	B	13.7	14'	0.05	B	13.7	14'
		SEB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.7	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.08	B	13.8	18'	0.08	B	13.8	18'
		NWB APPROACH		-	-	-	-	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.54	A	4.8	148'	0.54	A	4.8	148'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.53	A	4.7	143'	0.53	A	4.7	143'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**														
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.01	C	16.8	0'	0.01	C	16.8	0'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**														
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	31.5	15'	0.22	E	42.5	20'	0.22	E	42.5	20'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.14	C	20.7	13'	0.18	D	25.5	15'	0.18	D	25.5	15'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.6	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.6	0'	0.02	A	8.9	0'	0.02	A	8.9	0'
	W/ SIGNALIZATION															
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.07	B	13.5	22'	0.07	B	13.5	22'
		EB APPROACH		-	-	-	-	-	-	B	13.5	-	-	B	13.5	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.11	B	13.7	23'	0.11	B	13.7	23'
		WB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.7	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.55	A	4.9	159'	0.55	A	4.9	159'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.55	A	4.8	150'	0.55	A	4.8	150'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.3**	**-**	**-**	**A**	**5.3**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**														
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.01	C	15.3	0'	0.01	C	17.7	0'	0.01	C	17.7	0'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.6	0'	0.00	A	9.0	0'	0.00	A	9.0	0'
	W/ SIGNALIZATION															
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.02	B	14.6	6'	0.02	B	14.6	6'
		WB APPROACH		-	-	-	-	-	-	B	14.6	-	-	B	14.6	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.61	A	4.8	146'	0.61	A	4.8	146'
			R	150	-	-	-	-	0.00	A	2.7	1'	0.00	A	2.7	1'
		NB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	6.9	2'	0.00	A	6.9	2'
			T	500+	-	-	-	-	0.63	A	4.9	156'	0.63	A	4.9	156'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**														
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**														
		WB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	-	-	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.57	A	1.4	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	1.4	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'
			T		**-**	-	-	-	**-**	-	-	-	0.56	A	1.4	0'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	1.4	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**1.4**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	8.3	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	5.1	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.7**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**														
	CLOVE ROAD	EB	LTR	500+	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.03	B	10.4	3'	0.03	B	10.6	3'	0.03	B	10.6	3'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.8	0'	0.00	B	12.2	0'	0.00	B	12.2	0'

TABLE NO. 4

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.06	C	26.2	33'
				TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.88	C	33.6	318'
			EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	C	33.1	-
		NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.77	D	43.6	#375
				T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.81	C	34.4	284'
				R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.0	16'
			WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.9	-
		NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.10	C	24.4	40'
				TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.06	F	95.6	#563
			NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	88.7	-
			SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.73	C	23.9	159'
				TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.28	C	22.3	133'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	23.2	-
			OVERALL		**-**	**-**	**C**	**32.7**	**-**	**-**	**D**	**43.2**	**-**	**-**	**D**	**43.2**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.06	C	26.9	26'	0.06	C	26.9	26'
				TR	140	-	-	-	-	0.90	D	44.9	#401	0.90	D	44.9	#401
			EB APPROACH		-	-	-	-	-	-	D	43.7	-	-	D	43.7	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	D	43.0	206'	0.88	D	43.0	206'
				T	220	-	-	-	-	0.81	C	34.7	292'	0.81	C	34.7	292'
				R	95	-	-	-	-	0.37	A	8.6	25'	0.37	A	8.6	25'
			WB APPROACH		-	-	-	-	-	-	C	32.0	-	-	C	32.0	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.8	40'	0.09	C	21.8	40'
				TR	140	-	-	-	-	0.89	D	39.2	#452	0.89	D	39.2	#452
			NB APPROACH		-	-	-	-	-	-	D	37.6	-	-	D	37.6	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.67	C	23.2	148'	0.67	C	23.2	148'
				TR	125	-	-	-	-	0.25	C	20.1	129'	0.25	C	20.1	129'
			SB APPROACH		-	-	-	-	-	-	C	21.9	-	-	C	21.9	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**33.7**	**-**	**-**	**C**	**33.7**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.19	C	16.6	18'
		NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.6	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
		CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	0.96	F	86.0	235'
		NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.9	0'
	WITH SIGNALIZATION																
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	49.2	209'
			WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	49.2	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.53	A	7.4	298'
			NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.4	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.39	A	5.8	225'
			SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
		ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.25	C	15.5	25'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.07	B	14.6	5'
		NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.4	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.01	A	8.0	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
			SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.06	B	10.6	5'
			NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
		MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	1.51	F	296.4	468'
		NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.23	B	11.4	23'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.69	E	62.0	193'
				R	500+	-	-	-	-	0.48	E	55.2	46'	0.63	E	56.4	57'
			WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	59.1	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.49	A	8.4	400'
				R	50	-	-	-	-	0.17	A	1.9	17'	0.17	A	2.1	21'
			NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	6.8	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.35	A	6.1	49'
				T	500+	-	-	-	-	0.49	A	4.3	320'	0.53	A	5.3	347'
			SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	5.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**13.3**	**-**
	W/ ROUNDABOUT (5)																
			WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	7.3	-
			NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	7.4	-
			SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.4	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**7.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.63	C	29.2	124'
			WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.2	-
		NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.55	A	5.5	235'
			NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.5	-
		NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.74	F	352.3	#958
			SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	352.3	-
			OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**179.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	263'
			WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.71	C	32.2	663'
			NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	32.2	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.73	C	31.6	m213
				T	500+	-	-	-	-	0.46	A	0.5	242'	0.47	A	0.4	m246
			SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**23.6**	**-**

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**														
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP															
	OFFICE DRIVEWAY	EB	LTR	50	0.02	C	21.2	0'	0.17	B	19.9	53'	0.17	B	19.9	53'
		EB APPROACH		-	-	C	21.2	-	-	B	19.9	-	-	B	19.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.49	C	24.0	131'	0.67	C	25.7	#309	0.67	C	25.7	#309
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.0	-	-	C	25.7	-	-	C	25.7	-
	NYS ROUTE 208	NB	LT	500+	0.24	A	5.0	112'	0.41	A	9.2	168'	0.45	A	9.7	187'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	5.0	-	-	A	9.2	-	-	A	9.7	-
	NYS ROUTE 208	SB	LTR	450	0.58	A	8.1	#450	0.81	B	19.0	#639	0.87	C	22.7	#721
		SB APPROACH		-	-	A	8.1	-	-	B	19.0	-	-	C	22.7	-
		OVERALL		**-**	**-**	**A**	**9.9**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**19.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.83	E	77.6	133'	0.83	E	77.6	133'
		EB APPROACH		-	-	-	-	-	-	E	77.6	-	-	E	77.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	437'	0.93	E	78.1	437'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55	0.26	C	29.1	m53
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.49	C	31.4	359'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	31.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94	0.36	C	25.8	m103
			TR	450	-	-	-	-	0.91	C	20.9	#995	0.95	C	28.0	#1078
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	27.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**40.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH															
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.69	E	74.4	98'	0.69	E	74.4	98'
		EB	R	50	-	-	-	-	0.67	E	75.1	0'	0.67	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.8	-	-	E	74.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	422'	0.93	E	78.1	422'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.36	C	25.6	m55'	0.26	C	29.1	m53'
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.49	C	31.4	359'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	31.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	100'	0.36	C	25.8	m103
			TR	450	-	-	-	-	0.91	C	20.9	#1008	0.95	C	28.0	#1078
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	27.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.7**	**-**	**-**	**D**	**40.6**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**														
	PEDDLER HILL ROAD															
	PEDDLER HILL ROAD	SEB	LR	500+	0.38	D	30.3	43'	0.61	F	59.4	80'	0.82	F	112.3	120'
	NYS ROUTE 208	NB	LT	500+	0.06	A	9.2	5'	0.08	A	9.9	5'	0.08	B	10.4	8'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.38	B	15.8	27'	0.38	B	18.5	31'
			R	50	-	-	-	-	0.61	B	17.7	36'	0.62	C	20.4	42'
		SEB APPROACH		-	-	-	-	-	-	B	16.9	-	-	B	19.6	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.14	A	8.0	18'	0.15	A	9.0	18'
			T	-	-	-	-	-	0.55	A	3.5	149'	0.61	A	3.4	198'
		NB APPROACH		-	-	-	-	-	-	A	3.8	-	-	A	3.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.71	A	4.2	242'	0.75	A	4.3	314'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**														
	STONEGATE DRIVE															
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	17.5	8'	0.13	C	22.7	10'	0.16	D	28.2	15'
	NYS ROUTE 208	NEB	LT	500+	0.01	A	9.0	0'	0.02	A	9.6	3'	0.02	B	10.0	3'
	W/ SIGNALIZATION															
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.19	B	18.6	22'	0.23	C	22.9	24'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	22.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.52	A	3.9	155'	0.57	A	3.7	203'
		NEB APPROACH		-	-	-	-	-	-	A	3.9	-	-	A	3.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.66	A	4.7	218'	0.69	A	4.5	278'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**														
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.97	F	118.2	183'	2.25	F	667.3	483'	2.70	F	882.5	523'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.3	0'	0.01	B	10.0	0'	0.01	B	10.3	0'
	WITH SIGNALIZATION															
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.51	D	53.8	272'	0.51	D	53.8	272'
		EB APPROACH		-	-	-	-	-	-	D	53.8	-	-	D	53.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.54	B	11.6	145'	0.59	B	12.5	157'
		NB APPROACH		-	-	-	-	-	-	B	11.6	-	-	B	12.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.72	B	17.6	730'	0.76	B	19.2	826'
		SB APPROACH		-	-	-	-	-	-	B	17.6	-	-	B	19.2	-
		OVERALL		-	-	-	-	-	-	**B**	**19.5**	-	-	**C**	**20.4**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**														
	FAIRWAY DRIVE	EB	LR	315	0.04	C	17.7	3'	0.05	C	23.9	5'	0.06	D	26.5	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.02	A	9.8	0'	0.02	B	10.1	0'
	W/ SIGNALIZATION															
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.08	C	21.1	12'	0.09	C	23.3	13'
		EB APPROACH		-	-	-	-	-	-	C	21.1	-	-	C	23.3	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.64	A	4.4	225'	0.67	A	4.3	256'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.70	A	4.7	242'	0.72	A	4.6	272'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**														
	DUELK AVENUE	EB	LTR	100	0.77	C	33.3	59'	0.77	C	33.1	61'	0.77	C	33.1	61'
		EB APPROACH		-	-	C	33.3	-	-	C	33.1	-	-	C	33.1	-
	DUELK AVENUE	WB	LT	500+	0.60	C	33.2	69'	0.63	C	33.9	73'	0.63	C	33.9	73'
			R	500+	0.23	C	29.0	0'	0.24	C	29.2	0'	0.24	C	29.2	0'
		WB APPROACH		-	-	C	32.1	-	-	C	32.7	-	-	C	32.7	-
	NYS ROUTE 208	NEB	LTR	500+	0.49	A	7.6	278'	0.60	A	9.3	#418	0.69	B	11.2	#585
		NEB APPROACH		-	-	A	7.6	-	-	A	9.3	-	-	B	11.2	-
	NYS ROUTE 208	SWB	LTR	375	0.52	A	8.0	311'	0.64	B	10.1	#520	0.73	B	12.0	#634
		SWB APPROACH		-	-	A	8.0	-	-	B	10.1	-	-	B	12.0	-
		OVERALL		-	-	**B**	**11.1**	-	-	**B**	**12.5**	-	-	**B**	**13.8**	-
	WITH TIMING IMPROVEMENTS															
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE		**UNSIGNALIZED**														
		LAKE SHORE DRIVE	SEB	LR	165	0.13	C	17.3	10'	0.19	C	23.4	18'	0.25	D	30.8	23'
		NYS ROUTE 208	NEB	LT	395	0.03	A	8.9	3'	0.04	A	9.4	3'	0.04	A	9.9	3'
	W/ SIGNALIZATION																
		LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.27	B	17.6	25'	0.32	C	21.9	29'
			SEB APPROACH		-	-	-	-	-	-	B	17.6	-	-	C	21.9	-
		NYS ROUTE 208	NEB		395	-	-	-	-	0.53	A	4.1	162'	0.58	A	4.0	217'
			NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-
		NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.64	A	4.8	205'	0.67	A	4.5	262'
			SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD		**UNSIGNALIZED (4)**														
		CAPTAIN CARPENTER ROAD	NB	LR	360	0.05	C	16.2	3'	0.07	C	20.9	5'	0.09	D	26.3	8'
		NYS ROUTE 208	SWB	LT	500+	0.01	A	8.5	0'	0.01	A	8.9	0'	0.01	A	9.3	0'
	W/ SIGNALIZATION																
		CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.10	B	16.2	16'	0.12	B	20.0	19'
			NB APPROACH		-	-	-	-	-	-	B	16.2	-	-	B	20.0	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.54	A	4.2	138'	0.59	A	4.0	184'
			NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-
		NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.60	A	4.7	192'	0.64	A	4.5	245'
			SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.4**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE		**UNSIGNALIZED (4)**														
		RED BIRD DRIVE	SEB	LR	345	0.01	C	17.7	0'	0.01	C	23.1	0'	0.01	D	29.2	0'
		NYS ROUTE 208	NEB	LT	500+	0.00	A	8.7	0'	0.00	A	9.2	0'	0.00	A	9.6	0'
	W/ SIGNALIZATION																
		RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.02	B	15.0	5'	0.02	B	18.4	5'
			SEB APPROACH		-	-	-	-	-	-	B	15.0	-	-	B	18.4	-
		NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.50	A	4.2	122'	0.55	A	4.0	158'
			NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-
		NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.63	A	4.9	165'	0.66	A	4.6	205'
			SWB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.4**	**-**
15	NYS ROUTE 208 & MANGIN ROAD		**UNSIGNALIZED (4)**														
		MANGIN ROAD	NWB	LR	500+	0.10	C	15.8	8'	0.15	C	20.1	13'	0.19	D	25.6	18'
		NYS ROUTE 208	SWB	LT	300	0.02	A	8.4	3'	0.02	A	8.8	3'	0.02	A	9.2	3'
	W/ SIGNALIZATION																
		MANGIN ROAD	NWB	LR	360	-	-	-	-	0.23	B	16.3	26'	0.27	C	20.0	30'
			NWB APPROACH		-	-	-	-	-	-	B	16.3	-	-	C	20.0	-
		NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.52	A	4.2	136'	0.57	A	4.0	178'
			NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-
		NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.60	A	4.8	198'	0.64	A	4.6	252'
			SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.7**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE		**UNSIGNALIZED**														
		MERRIEWOLD LANE	SEB	LTR	500+	0.05	D	25.6	5'	0.08	E	37.7	8'	0.12	F	54.2	10'
		MERRIEWOLD LANE	NWB	LTR	500+	0.23	C	24.7	23'	0.37	E	40.4	40'	0.52	F	67.2	60'
		NYS ROUTE 208	NEB	LTR	315	0.00	A	8.7	0'	0.00	A	9.3	0'	0.00	A	9.7	0'
		NYS ROUTE 208	SWB	LTR	500+	0.02	A	8.6	3'	0.02	A	9.0	3'	0.03	A	9.5	3'
	W/ SIGNALIZATION																
		MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.03	B	16.6	13'	0.04	C	20.7	16'
			SEB APPROACH		-	-	-	-	-	-	B	16.6	-	-	C	20.7	-
		MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	B	17.4	38'	0.24	C	21.8	45'
			NWB APPROACH		-	-	-	-	-	-	B	17.4	-	-	C	21.8	-
		NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.52	A	4.1	172'	0.58	A	3.9	229'
			NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	3.9	-
		NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.61	A	4.6	232'	0.65	A	4.4	299'
			SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**4.8**	**-**

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**														
	SHANNON LANE	NWB	LR	175	0.01	B	14.7	0'	0.02	C	17.9	0'	0.02	C	21.6	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.2	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**														
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	29.8	13'	0.26	E	49.6	25'	0.28	F	55.1	28'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.10	C	19.7	8'	0.16	D	28.1	15'	0.18	D	30.3	15'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.8	3'	0.03	A	9.3	3'	0.03	A	9.4	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.4	0'	0.01	A	8.8	0'	0.01	A	8.9	0'
	W/ SIGNALIZATION															
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.08	B	15.8	25'	0.09	B	16.5	26'
		EB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	16.5	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.10	B	15.9	21'	0.10	B	16.5	21'
		WB APPROACH		-	-	-	-	-	-	B	15.9	-	-	B	16.5	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.52	A	4.2	154'	0.53	A	4.2	165'
		NB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.61	A	4.9	203'	0.62	A	4.8	214'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**														
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.04	C	18.3	3'	0.05	C	24.5	5'	0.06	D	27.4	5'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.4	0'	0.00	A	8.9	0'	0.00	A	9.1	0'
	W/ SIGNALIZATION															
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.07	B	17.1	13'	0.07	B	18.8	14'
		WB APPROACH		-	-	-	-	-	-	B	17.1	-	-	B	18.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.55	A	4.1	136'	0.57	A	4.0	154'
			R	150	-	-	-	-	0.01	A	2.4	2'	0.01	A	2.2	2'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	5.9	2'	0.00	A	6.0	1'
			T	500+	-	-	-	-	0.69	A	5.0	208'	0.70	A	4.9	231'
		SB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.6**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**														
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.03	B	10.6	3'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.01	A	7.8	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**														
		WB	L		**-**	-	-	-	**-**	-	-	-	0.62	B	18.0	14'
			R		**-**	-	-	-	**-**	-	-	-	0.10	B	15.9	80'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	17.7	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.72	A	8.0	306'
			R		**-**	-	-	-	**-**	-	-	-	0.12	A	3.5	7'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	7.4	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.04	A	5.8	7'
			T		**-**	-	-	-	**-**	-	-	-	0.65	A	4.4	251'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	4.4	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.7**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	A	7.3	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	7.2	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	5.9	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**														
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.05	B	10.6	5'	0.06	B	11.2	5'	0.06	B	11.3	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 5

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.8	44'
				TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.1	#425
			EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.3	-
		NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.82	D	48.3	#383
				T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.5	#352
				R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'
			WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.2	-
		NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.12	C	26.3	36'
				TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.97	E	73.0	#465
			NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	68.3	-
			SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.69	C	25.1	137'
				TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.41	C	25.3	179'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.2	-
			OVERALL		**-**	**-**	**C**	**28.5**	**-**	**-**	**D**	**35.4**	**-**	**-**	**D**	**40.6**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.09	C	27.4	34'
				TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	47.3	#470
			EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	45.7	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.89	D	53.0	#317
				T	220	-	-	-	-	0.83	D	37.7	#383	0.84	D	40.0	#382
				R	95	-	-	-	-	0.63	A	8.9	27'	0.64	A	9.6	27'
			WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	C	34.0	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.6	36'
				TR	140	-	-	-	-	0.88	D	45.7	#431	0.89	D	49.8	#451
			NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	47.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.63	C	23.5	132'
				TR	125	-	-	-	-	0.38	C	22.9	171'	0.39	C	23.6	177'
			SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	23.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.5**	**-**	**-**	**D**	**36.8**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.25	C	20.9	25'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.1	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

CLOVEWOOD

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 18-4

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

LEVEL OF SERVICE CRITERIA
FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 20-2 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 20-2

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA FOR TWO-LANE HIGHWAYS

Two-lane highways can be characterized by three measures of effectiveness to determine Level of Service.

(1) *ATS* reflects mobility on a two-lane highway. It is defined as the highway segment length divided by the average travel time taken by vehicles to traverse it during a designated time interval.

(2) *PTSF* represents the freedom to maneuver and the comfort and convenience of travel. It is the average percentage of time that vehicles must travel in platoons behind slower vehicles due to the inability to pass.

(3) *Percent of free-flow speed (PFFS)* represents the ability of vehicles to travel at or near the posted speed limit.

Le0vel of Service thresholds for a two-lane highway are summarized below:

Exhibit 15-3

	Class I Highways		**Class II Highways**	**Class III Highways**
LOS	**ATS (mi/h)**	**PTSF (%)**	**PTSF (%)**	**PFFS (%)**
A	>55	≤35	≤40	>91.7
B	>50-55	>35-50	>40-55	>83.3-91.7
C	>45-50	>50-65	>55-70	>75.0-83.3
D	>40-45	>65-80	>70-85	>66.7-75.0
E	≤40	>80	>85	≤66.7

Criteria from the 2010 Highway Capacity Manual published by the Transportation Research Board

CLOVEWOOD

APPENDIX D

CAPACITY ANALYSIS SUMMARY SHEETS

CLOVEWOOD

EXISTING CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	208	96	0	513	251	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957					
Flt Protected					0.953	
Satd. Flow (prot)	1693	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1693	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	242	112	0	597	292	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	0	597	293	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	11.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	208	96	0	513	251	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	242	112	0	597	292	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	353	0	895	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1189	-	357	753
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	357	753
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	601	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	47.5
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1189	-	358
HCM Lane V/C Ratio	-	-	-	-	0.819
HCM Control Delay (s)	-	-	0	-	47.5
HCM Lane LOS	-	-	A	-	E
HCM 95th %tile Q(veh)	-	-	0	-	7.2

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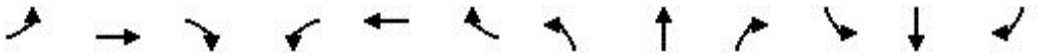

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	10	67	10	12	5	16	177	14	25	456	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.975			0.991			0.997	
Flt Protected		0.998			0.982			0.996			0.997	
Satd. Flow (prot)	0	1594	0	0	1717	0	0	1723	0	0	1789	0
Flt Permitted		0.998			0.982			0.996			0.997	
Satd. Flow (perm)	0	1594	0	0	1717	0	0	1723	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	12	78	12	14	6	19	206	16	29	480	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	32	0	0	241	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	10	67	10	12	5	16	177	14	25	456	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	12	78	12	14	6	19	206	16	29	480	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	804	802	485	839	800	214	490	0	0	222	0	0
Stage 1	543	543	-	251	251	-	-	-	-	-	-	-
Stage 2	261	259	-	588	549	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	285	300	568	356	393	843	1058	-	-	1329	-	-
Stage 1	503	499	-	800	744	-	-	-	-	-	-	-
Stage 2	727	678	-	577	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	264	285	568	286	373	843	1058	-	-	1329	-	-
Mov Cap-2 Maneuver	264	285	-	286	373	-	-	-	-	-	-	-
Stage 1	492	484	-	783	728	-	-	-	-	-	-	-
Stage 2	693	664	-	471	578	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	15.6	0.7	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	487	370	1329	-	-
HCM Lane V/C Ratio	0.018	-	-	0.191	0.085	0.022	-	-
HCM Control Delay (s)	8.5	0	-	14.1	15.6	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	28	2	94	224	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908				0.985	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1641	0	0	1772	1782	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1641	0	0	1772	1782	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	16	34	2	115	273	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	117	308	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	28	2	94	224	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	16	34	2	115	273	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	411	291	309	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	633	759	1235	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	759	1235	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1235	-	714	-	-
HCM Lane V/C Ratio	0.002	-	0.07	-	-
HCM Control Delay (s)	7.9	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	31	291	72	22	984
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.973			
Flt Protected	0.967					0.999
Satd. Flow (prot)	1750	0	1802	0	0	1835
Flt Permitted	0.967					0.999
Satd. Flow (perm)	1750	0	1802	0	0	1835
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	70	33	313	77	24	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	390	0	0	1082
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	65	31	291	72	22	984
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	70	33	313	77	24	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1457	352	0	0	390	0
Stage 1	352	-	-	-	-	-
Stage 2	1105	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	321	763	-	-	1169	-
Stage 1	866	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	763	-	-	1169	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	378	1169	-
HCM Lane V/C Ratio	-	-	0.273	0.02	-
HCM Control Delay (s)	-	-	18.1	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	51	398	241	463	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938			0.850		
Flt Protected	0.974					0.974
Satd. Flow (prot)	1710	0	1818	1575	0	1813
Flt Permitted	0.974					0.618
Satd. Flow (perm)	1710	0	1818	1575	0	1150
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	55			259		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	65	55	428	259	498	420
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	428	259	0	918
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	7.3		48.6	63.8		48.6
Actuated g/C Ratio	0.11		0.76	1.00		0.76
v/c Ratio	0.49		0.31	0.16		1.05
Control Delay	22.6		4.3	0.2		59.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	22.6		4.3	0.2		59.6
LOS	C		A	A		E
Approach Delay	22.6		2.8			59.6
Approach LOS	C		A			E
Queue Length 50th (ft)	23		47	0		~412
Queue Length 95th (ft)	66		102	0		#671
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	431		1384	1575		876
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.28		0.31	0.16		1.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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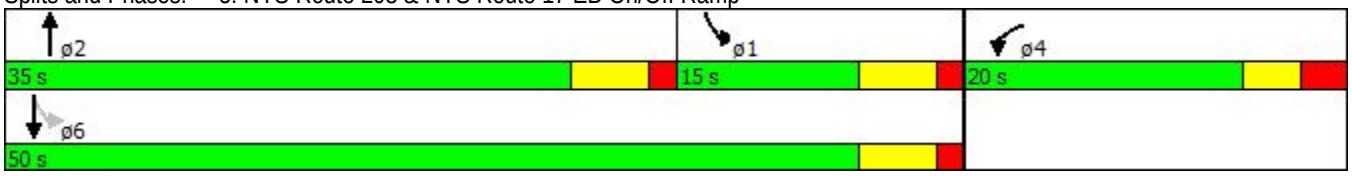
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	60	51	398	241	463	391
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	65	0	428	0	498	420
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	84	0	920	798	121	21
Arrive On Green	0.05	0.00	0.51	0.00	0.79	0.76
Sat Flow, veh/h	1757	0	1818	1575	33	28
Grp Volume(v), veh/h	66	0	428	0	918	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	2.1	0.0	8.9	0.0	24.7	0.0
Cycle Q Clear(g_c), s	2.1	0.0	8.9	0.0	24.7	0.0
Prop In Lane	0.98	0.00		1.00	0.54	
Lane Grp Cap(c), veh/h	85	0	920	798	0	0
V/C Ratio(X)	0.78	0.00	0.47	0.00	0.00	0.00
Avail Cap(c_a), veh/h	444	0	920	798	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.4	0.0	9.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	1.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	11.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	66		428			918
Approach Delay, s/veh	33.1		11.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		8.3		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		4.1		26.7		
Green Ext Time (p_c), s		0.0		0.1		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	2	9	91	13	98	25	199	225	123	754	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850			0.850		0.999	
Flt Protected		0.979			0.958			0.994			0.993	
Satd. Flow (prot)	0	1707	0	0	1802	1599	0	1847	1607	0	1671	0
Flt Permitted		0.818			0.737			0.863			0.907	
Satd. Flow (perm)	0	1426	0	0	1387	1599	0	1604	1607	0	1526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				140			262		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	9	2	10	106	15	114	29	231	262	143	877	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	121	114	0	260	262	0	1027	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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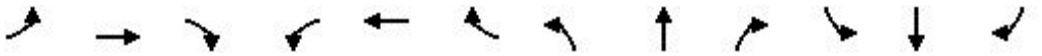

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		9.6			9.8	61.6		43.4	61.6		43.4	
Actuated g/C Ratio		0.16			0.16	1.00		0.70	1.00		0.70	
v/c Ratio		0.09			0.55	0.07		0.23	0.16		0.96	
Control Delay		16.3			33.2	0.1		5.7	0.2		34.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		16.3			33.2	0.1		5.7	0.2		34.6	
LOS		B			C	A		A	A		C	
Approach Delay		16.3			17.1			3.0			34.6	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		4			41	0		34	0		~424	
Queue Length 95th (ft)		18			81	0		75	0		#665	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			428	1599		1130	1607		1075	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.05			0.28	0.07		0.23	0.16		0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 61.6			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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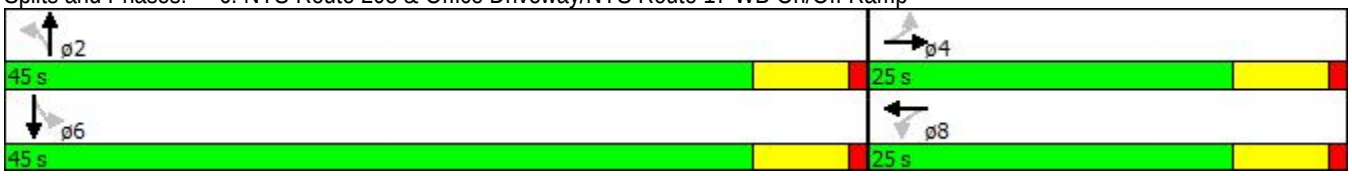
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	2	9	91	13	98	25	199	225	123	754	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1858	1891	1872	1805	1872
Adj Flow Rate, veh/h	9	2	10	106	15	0	29	231	0	143	877	7
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	141	39	81	253	19	165	147	1059	1102	202	1016	8
Arrive On Green	0.14	0.10	0.10	0.14	0.10	0.00	0.72	0.69	0.00	0.72	0.69	0.69
Sat Flow, veh/h	486	379	787	1299	184	1599	111	1545	1607	190	1482	11
Grp Volume(v), veh/h	21	0	0	121	0	0	260	0	0	1027	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1483	0	1599	1656	0	1607	1683	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	4.3	0.0	0.0	2.9	0.0	0.0	25.2	0.0	0.0
Prop In Lane	0.43		0.48	0.88		1.00	0.11		1.00	0.14		0.01
Lane Grp Cap(c), veh/h	319	0	0	324	0	165	1264	0	1102	1286	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.37	0.00	0.00	0.21	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	669	0	0	660	0	534	1264	0	1102	1286	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	23.9	0.0	0.0	3.2	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	5.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.7	0.0	0.0	1.4	0.0	0.0	11.8	0.0	0.0
LnGrp Delay(d),s/veh	22.8	0.0	0.0	24.1	0.0	0.0	3.6	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	C			C			A			B		
Approach Vol, veh/h		21			121			260			1027	
Approach Delay, s/veh		22.8			24.1			3.6			11.8	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		11.9		45.0		11.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		2.6		0.0		6.3
Green Ext Time (p_c), s		0.0		0.3		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	27	295	911	8	8	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.996			0.996	
Satd. Flow (prot)	0	1693	1695	0	1824	0
Flt Permitted		0.996			0.996	
Satd. Flow (perm)	0	1693	1695	0	1824	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	29	317	980	9	9	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	346	989	0	111	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	27	295	911	8	8	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	29	317	980	9	9	102

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	988	0	-	0	1359	984
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	699	-	-	-	141	285
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	699	-	-	-	134	285
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	634	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	28.4
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	699	-	262	-	-
HCM Lane V/C Ratio	0.042	-	0.423	-	-
HCM Control Delay (s)	10.4	0	28.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	34	12	291	885	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1875	0	0	1808	1773	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1875	0	0	1808	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	13	37	13	313	952	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	326	957	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	34	12	291	885	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	13	37	13	313	952	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1293	954	957	0	-	0
Stage 1	954	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	314	719	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	314	719	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	719	-	261	-	-
HCM Lane V/C Ratio	0.018	-	0.19	-	-
HCM Control Delay (s)	10.1	0	22	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	78	20	5	287	885	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972				0.979	
Flt Protected	0.962			0.999		
Satd. Flow (prot)	1667	0	0	1756	1769	0
Flt Permitted	0.962			0.999		
Satd. Flow (perm)	1667	0	0	1756	1769	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	85	22	5	312	962	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	317	1140	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	78	20	5	287	885	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	85	22	5	312	962	178

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1374	1051	1140	0	-	0
Stage 1	1051	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	138	260	613	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	260	613	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	70.9	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	613	-	152	-	-
HCM Lane V/C Ratio	0.009	-	0.701	-	-
HCM Control Delay (s)	10.9	0	70.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	363	1048	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	390	1127	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	392	1128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	363	1048	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	390	1127	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1522	1127	1128	0	-	0
Stage 1	1127	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	120	241	619	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	241	619	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	619	-	241	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	10.8	0	20	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	5	49	75	14	23	21	263	19	17	766	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.992			0.993	
Flt Protected		0.986			0.960			0.997			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1741	0	0	1759	0
Flt Permitted		0.986			0.960			0.930			0.991	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1624	0	0	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				85		5			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	22	5	52	79	15	24	22	277	20	18	806	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	94	24	0	319	0	0	871	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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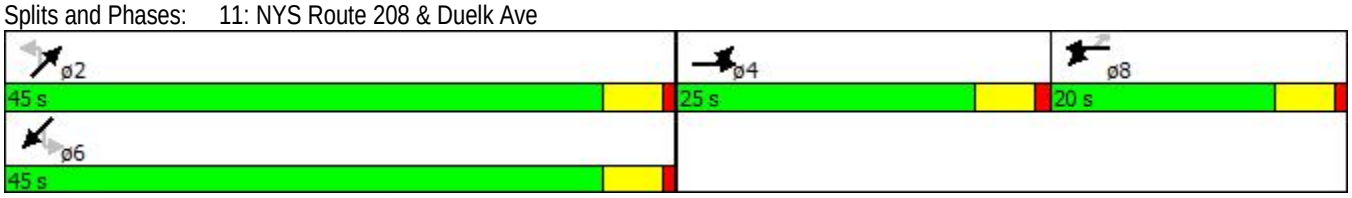
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.7	8.7		44.8			44.8	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.37			0.39	0.09		0.30			0.77	
Control Delay		20.2			33.2	0.7		9.0			19.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.2	0.7		9.0			19.5	
LOS		C			C	A		A			B	
Approach Delay		20.2			26.6			9.0			19.5	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		11			37	0		63			278	
Queue Length 95th (ft)		50			81	0		134			#623	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			422	393		1059			1137	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.22	0.06		0.30			0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.8			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	21	5	49	75	14	23	21	263	19	17	766	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1821	1910	1910	1834	1910
Adj Flow Rate, veh/h	22	5	52	79	15	24	22	277	20	18	806	47
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	28	6	67	114	22	106	95	974	67	67	1067	61
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	477	108	1128	1528	290	1411	54	1546	107	14	1694	97
Grp Volume(v), veh/h	79	0	0	94	0	24	319	0	0	871	0	0
Grp Sat Flow(s),veh/h/ln	1714	0	0	1819	0	1411	1707	0	0	1806	0	0
Q Serve(g_s), s	2.9	0.0	0.0	3.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	3.2	0.0	1.0	5.1	0.0	0.0	21.7	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.07		0.06	0.02		0.05
Lane Grp Cap(c), veh/h	101	0	0	136	0	106	1136	0	0	1195	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.69	0.00	0.23	0.28	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	540	0	0	430	0	333	1136	0	0	1195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	28.7	0.0	27.7	5.3	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	6.1	0.0	1.1	0.6	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.8	0.0	0.4	2.7	0.0	0.0	11.9	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.8	0.0	28.7	5.9	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	C			C		C	A			B		
Approach Vol, veh/h		79			118			319			871	
Approach Delay, s/veh		34.2			33.6			5.9			12.3	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.8		45.0		9.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.9		0.0		5.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	9	22	8	299	806	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1624	0	0	1755	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1624	0	0	1755	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	10	23	9	318	857	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	327	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	9	22	8	299	806	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	10	23	9	318	857	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1196	861	864	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	173	334	689	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	334	689	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	689	-	261	-	-
HCM Lane V/C Ratio	0.012	-	0.126	-	-
HCM Control Delay (s)	10.3	0	20.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	9	2	306	2	2	803
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977		0.999			
Flt Protected	0.960					
Satd. Flow (prot)	1671	0	1765	0	0	1757
Flt Permitted	0.960					
Satd. Flow (perm)	1671	0	1765	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	10	2	326	2	2	854
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	328	0	0	856
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	9	2	306	2	2	803
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	10	2	326	2	2	854

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1186	327	0	0	328	0
Stage 1	327	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	255	736	-	-	1237	-
Stage 1	774	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	254	736	-	-	1237	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	288	1237	-
HCM Lane V/C Ratio	-	-	0.041	0.002	-
HCM Control Delay (s)	-	-	18	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	308	804	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	324	846	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	324	848	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	308	804	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	324	846	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1171	847	848	0	-	0
Stage 1	847	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	189	348	798	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	348	798	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	798	-	348	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	21	303	5	7	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1609	0	1758	0	0	1760
Flt Permitted	0.982					
Satd. Flow (perm)	1609	0	1758	0	0	1760
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	14	24	344	6	8	902
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	350	0	0	910
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	21	303	5	7	794
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	14	24	344	6	8	902

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1265	347	0	0	350	0
Stage 1	347	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	209	712	-	-	1013	-
Stage 1	730	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	712	-	-	1013	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	376	1013	-
HCM Lane V/C Ratio	-	-	0.1	0.008	-
HCM Control Delay (s)	-	-	15.6	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	24	0	14	1	314	9	3	775	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.951			0.996				
Flt Protected		0.961			0.969							
Satd. Flow (prot)	0	1771	0	0	1680	0	0	1816	0	0	1827	0
Flt Permitted		0.961			0.969							
Satd. Flow (perm)	0	1771	0	0	1680	0	0	1816	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	26	0	15	1	338	10	3	833	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	41	0	0	349	0	0	839	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	24	0	14	1	314	9	3	775	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	26	0	15	1	338	10	3	833	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1193	1190	835	1187	1188	342	837	0	0	347	0	0
Stage 1	841	841	-	345	345	-	-	-	-	-	-	-
Stage 2	352	349	-	842	843	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	176	201	378	202	230	694	498	-	-	1218	-	-
Stage 1	378	400	-	712	676	-	-	-	-	-	-	-
Stage 2	680	648	-	415	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	171	200	378	200	228	694	498	-	-	1218	-	-
Mov Cap-2 Maneuver	171	200	-	200	228	-	-	-	-	-	-	-
Stage 1	377	398	-	711	675	-	-	-	-	-	-	-
Stage 2	664	647	-	411	436	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	24.9	20.6	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	498	-	-	271	192	1218	-	-
HCM Lane V/C Ratio	0.002	-	-	0.151	0.056	0.003	-	-
HCM Control Delay (s)	12.2	0	-	20.6	24.9	8	0	-
HCM Lane LOS	B	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	334	2	2	779
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1816	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1816	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	363	2	2	847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	365	0	0	849
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	334	2	2	779
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	363	2	2	847

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1215	364	0	0	365	0
Stage 1	364	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	246	704	-	-	1199	-
Stage 1	749	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	704	-	-	1199	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	363	1199	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	15	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	2	12	2	1	2	36	292	16	5	676	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.946			0.994			0.985	
Flt Protected		0.979			0.980			0.995				
Satd. Flow (prot)	0	1822	0	0	1928	0	0	1763	0	0	1737	0
Flt Permitted		0.979			0.980			0.995				
Satd. Flow (perm)	0	1822	0	0	1928	0	0	1763	0	0	1737	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	11	2	13	2	1	2	38	311	17	5	719	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	5	0	0	366	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	2	12	2	1	2	36	292	16	5	676	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	11	2	13	2	1	2	38	311	17	5	719	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1171	1178	763	1177	1214	319	807	0	0	328	0	0
Stage 1	774	774	-	396	396	-	-	-	-	-	-	-
Stage 2	397	404	-	781	818	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	160	179	397	180	195	730	822	-	-	1237	-	-
Stage 1	376	393	-	646	619	-	-	-	-	-	-	-
Stage 2	617	588	-	407	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	151	168	397	164	183	730	822	-	-	1237	-	-
Mov Cap-2 Maneuver	151	168	-	164	183	-	-	-	-	-	-	-
Stage 1	355	390	-	609	584	-	-	-	-	-	-	-
Stage 2	579	554	-	389	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.4	20	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	221	245	1237	-	-
HCM Lane V/C Ratio	0.047	-	-	0.116	0.022	0.004	-	-
HCM Control Delay (s)	9.6	0	-	23.4	20	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	23	13	279	26	15	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1688	0	1790	1319	1519	1845
Flt Permitted	0.969				0.950	
Satd. Flow (perm)	1688	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	25	14	300	28	16	957
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	300	28	16	957
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	23	13	279	26	15	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	25	14	300	28	16	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1289	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	221	723	-	-	1165	-
Stage 1	761	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	723	-	-	1165	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	1165	-
HCM Lane V/C Ratio	-	-	0.133	0.014	-
HCM Control Delay (s)	-	-	19.2	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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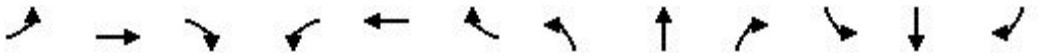

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	102	5	7	220	0	32	0	15	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994						0.957			0.932	
Flt Protected					0.998			0.967			0.976	
Satd. Flow (prot)	0	1756	0	0	1746	0	0	1691	0	0	1638	0
Flt Permitted					0.998			0.967			0.976	
Satd. Flow (perm)	0	1756	0	0	1746	0	0	1691	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	126	6	9	272	0	40	0	19	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	281	0	0	59	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	102	5	7	220	0	32	0	15	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	126	6	9	272	0	40	0	19	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	132	0	0	419	418	129	427	421	272
Stage 1	-	-	-	-	-	-	129	129	-	289	289	-
Stage 2	-	-	-	-	-	-	290	289	-	138	132	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1274	-	-	1435	-	-	565	546	919	520	507	754
Stage 1	-	-	-	-	-	-	880	795	-	701	657	-
Stage 2	-	-	-	-	-	-	735	689	-	851	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1274	-	-	1435	-	-	561	542	919	507	503	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	542	-	507	503	-
Stage 1	-	-	-	-	-	-	880	795	-	701	652	-
Stage 2	-	-	-	-	-	-	729	684	-	834	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11.2	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	1274	-	-	1435	-	-	606
HCM Lane V/C Ratio	0.091	-	-	-	0.006	-	-	0.004
HCM Control Delay (s)	11.2	0	-	-	7.5	0	-	11
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

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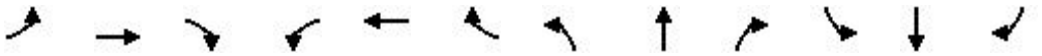

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	274	37	225	432	101	48	54	98	98	79	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.98	0.97	
Frt		0.982				0.850		0.903			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1691	0	1604	1749	1538	1645	1514	0	1678	1597	0
Flt Permitted	0.494			0.280			0.607			0.445		
Satd. Flow (perm)	785	1691	0	468	1749	1462	1029	1514	0	772	1597	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				84					74	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	58	298	40	245	470	110	52	59	107	107	86	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	338	0	245	470	110	52	166	0	107	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	20.2	20.2		28.7	28.7	37.6	18.6	13.3		27.0	21.4	
Actuated g/C Ratio	0.26	0.26		0.37	0.37	0.49	0.24	0.17		0.35	0.28	
v/c Ratio	0.20	0.76		0.64	0.73	0.14	0.18	0.64		0.29	0.50	
Control Delay	26.6	38.7		29.1	30.8	2.8	20.4	44.2		20.9	23.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.6	38.7		29.1	30.8	2.8	20.4	44.2		20.9	23.1	
LOS	C	D		C	C	A	C	D		C	C	
Approach Delay		36.9			26.6			38.5			22.4	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	21	147		94	208	3	16	75		35	72	
Queue Length 95th (ft)	56	274		170	350	20	46	162		82	170	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	513	1020		401	936	983	396	405		519	685	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.33		0.61	0.50	0.11	0.13	0.41		0.21	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 77.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	274	37	225	432	101	48	54	98	98	79	146
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.98	0.99		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	58	298	40	245	470	110	52	59	107	107	86	159
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	322	367	49	384	559	596	267	99	179	354	128	237
Arrive On Green	0.11	0.26	0.26	0.16	0.31	0.31	0.03	0.18	0.18	0.08	0.23	0.23
Sat Flow, veh/h	1638	1389	186	1723	1810	1513	1706	561	1017	1741	567	1048
Grp Volume(v), veh/h	58	0	338	245	470	110	52	0	166	107	0	245
Grp Sat Flow(s),veh/h/ln	1638	0	1575	1723	1810	1513	1706	0	1577	1741	0	1615
Q Serve(g_s), s	0.0	0.0	12.6	7.7	15.1	1.3	1.6	0.0	6.1	3.0	0.0	8.6
Cycle Q Clear(g_c), s	0.0	0.0	12.6	7.7	15.1	1.3	1.6	0.0	6.1	3.0	0.0	8.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.64	1.00		0.65
Lane Grp Cap(c), veh/h	322	0	416	384	559	596	267	0	278	354	0	365
V/C Ratio(X)	0.18	0.00	0.81	0.64	0.84	0.18	0.19	0.00	0.60	0.30	0.00	0.67
Avail Cap(c_a), veh/h	665	0	1135	529	1159	1098	483	0	505	766	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	21.5	20.2	20.2	3.4	20.4	0.0	23.7	18.4	0.0	22.0
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.7	1.3	0.1	0.1	0.0	0.8	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	5.6	3.7	7.8	0.8	0.7	0.0	2.7	1.4	0.0	3.9
LnGrp Delay(d),s/veh	24.3	0.0	23.0	20.9	21.5	3.5	20.5	0.0	24.5	18.6	0.0	22.8
LnGrp LOS	C		C	C	C	A	C		C	B		C
Approach Vol, veh/h		396			825			218			352	
Approach Delay, s/veh		23.2			18.9			23.5			21.6	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	21.5	7.1	19.1	11.9	24.3	10.2	16.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	9.7	14.6	3.6	10.6	2.0	17.1	5.0	8.1
Green Ext Time (p_c), s	0.2	1.2	0.0	1.4	1.1	2.1	0.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	92	4	332	689	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994			0.999		
Satd. Flow (prot)	1858	0	0	1774	1757	0
Flt Permitted	0.994			0.999		
Satd. Flow (perm)	1858	0	0	1774	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	13	98	4	353	733	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	0	357	734	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	92	4	332	689	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	13	98	4	353	733	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1096	734	734	0	-	0
Stage 1	734	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	223	413	876	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	413	876	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	876	-	376	-	-
HCM Lane V/C Ratio	0.005	-	0.294	-	-
HCM Control Delay (s)	9.1	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	51	398	241	463	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938			0.850		
Flt Protected	0.974					0.974
Satd. Flow (prot)	1710	0	1818	1575	0	1813
Flt Permitted	0.974					0.618
Satd. Flow (perm)	1710	0	1818	1575	0	1150
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	55			259		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	65	55	428	259	498	420
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	428	259	0	918
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	7.3		48.6	63.8		48.6
Actuated g/C Ratio	0.11		0.76	1.00		0.76
v/c Ratio	0.49		0.31	0.16		1.05
Control Delay	22.6		4.3	0.2		59.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	22.6		4.3	0.2		59.6
LOS	C		A	A		E
Approach Delay	22.6		2.8			59.6
Approach LOS	C		A			E
Queue Length 50th (ft)	23		47	0		~412
Queue Length 95th (ft)	66		102	0		#671
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	431		1384	1575		876
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.28		0.31	0.16		1.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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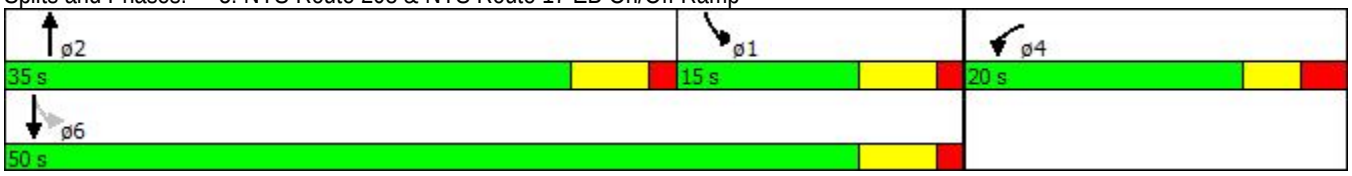
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	51	398	241	463	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.97
Satd. Flow (prot)	1710		1818	1575		1812
Flt Permitted	0.97		1.00	1.00		0.62
Satd. Flow (perm)	1710		1818	1575		1150
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	55	428	259	498	420
RTOR Reduction (vph)	50	0	0	0	0	0
Lane Group Flow (vph)	70	0	428	259	0	918
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	6.3		47.5	64.8		47.5
Effective Green, g (s)	6.3		47.5	64.8		47.5
Actuated g/C Ratio	0.10		0.73	1.00		0.73
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	166		1332	1575		842
v/s Ratio Prot	c0.04		0.24			
v/s Ratio Perm				0.16		c0.80
v/c Ratio	0.42		0.32	0.16		1.09
Uniform Delay, d1	27.5		3.0	0.0		8.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	0.6		0.6	0.2		58.5
Delay (s)	28.2		3.7	0.2		67.2
Level of Service	C		A	A		E
Approach Delay (s)	28.2		2.4			67.2
Approach LOS	C		A			E

Intersection Summary			
HCM 2000 Control Delay	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

EXISTING CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	541	299	1	267	183	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1701	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	576	318	1	284	195	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	894	0	0	285	195	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	4.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	541	299	1	267	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	576	318	1	284	195	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	894	0	1021	735
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	759	-	310	446
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	759	-	309	446
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	798	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	759	-	309
HCM Lane V/C Ratio	-	-	0.001	-	0.63
HCM Control Delay (s)	-	-	9.8	0	34.6
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0	-	4

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	17	28	0	8	5	79	448	5	3	230	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.928			0.952			0.999			0.995	
Flt Protected		0.993						0.993			0.999	
Satd. Flow (prot)	0	1708	0	0	1757	0	0	1768	0	0	1826	0
Flt Permitted		0.993						0.993			0.999	
Satd. Flow (perm)	0	1708	0	0	1757	0	0	1768	0	0	1826	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	18	30	0	9	5	86	487	5	3	247	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	14	0	0	578	0	0	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	17	28	0	8	5	79	448	5	3	230	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	18	30	0	9	5	86	487	5	3	247	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	926	922	252	944	924	490	256	0	0	492	0	0
Stage 1	258	258	-	661	661	-	-	-	-	-	-	-
Stage 2	668	664	-	283	263	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	237	257	781	315	348	619	1309	-	-	1071	-	-
Stage 1	736	684	-	543	552	-	-	-	-	-	-	-
Stage 2	431	442	-	783	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	233	781	264	315	619	1309	-	-	1071	-	-
Mov Cap-2 Maneuver	214	233	-	264	315	-	-	-	-	-	-	-
Stage 1	669	682	-	494	502	-	-	-	-	-	-	-
Stage 2	382	402	-	730	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	14.6	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1309	-	-	367	388	1071	-	-
HCM Lane V/C Ratio	0.066	-	-	0.154	0.036	0.003	-	-
HCM Control Delay (s)	7.9	0	-	16.6	14.6	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	24	10	23	277	145	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.988	
Flt Protected	0.966			0.996		
Satd. Flow (prot)	1753	0	0	1818	1840	0
Flt Permitted	0.966			0.996		
Satd. Flow (perm)	1753	0	0	1818	1840	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	11	25	301	158	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	326	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	24	10	23	277	145	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	11	25	301	158	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	517	166	174	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	565	891	1403	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	891	1403	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1403	-	622	-	-
HCM Lane V/C Ratio	0.018	-	0.059	-	-
HCM Control Delay (s)	7.6	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	75	44	1052	77	40	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.991			
Flt Protected	0.969					0.996
Satd. Flow (prot)	1740	0	1831	0	0	1815
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1740	0	1831	0	0	1815
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	82	48	1143	84	43	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	1227	0	0	559
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	75	44	1052	77	40	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	82	48	1143	84	43	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1788	1185	0	0	1227	0
Stage 1	1185	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	241	320	-	-	568	-
Stage 1	560	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	320	-	-	568	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35	0	0.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	568	-
HCM Lane V/C Ratio	-	-	0.528	0.077	-
HCM Control Delay (s)	-	-	35	11.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.8	0.2	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	92	103	637	161	211	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977					0.987
Satd. Flow (prot)	1699	0	1853	1575	0	1857
Flt Permitted	0.977					0.590
Satd. Flow (perm)	1699	0	1853	1575	0	1110
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	72			168		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	96	107	664	168	220	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	0	664	168	0	811
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.11		1.07
Control Delay	27.4		7.6	0.1		68.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.4		7.6	0.1		68.1
LOS	C		A	A		E
Approach Delay	27.4		6.1			68.1
Approach LOS	C		A			E
Queue Length 50th (ft)	49		105	0		~367
Queue Length 95th (ft)	109		223	0		#623
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1269	1575		760
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.52	0.11		1.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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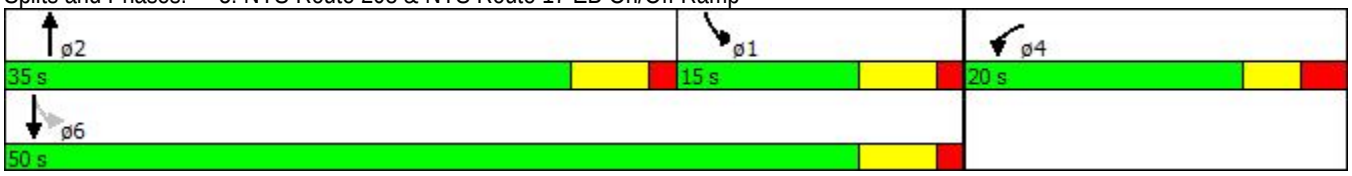
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	92	103	637	161	211	567
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	96	0	664	0	220	591
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	126	0	915	778	89	165
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1765	0	1853	1575	17	222
Grp Volume(v), veh/h	97	0	664	0	811	0
Grp Sat Flow(s),veh/h/ln	1784	0	1853	1575	239	0
Q Serve(g_s), s	3.2	0.0	16.9	0.0	12.8	0.0
Cycle Q Clear(g_c), s	3.2	0.0	16.9	0.0	12.8	0.0
Prop In Lane	0.99	0.00		1.00	0.27	
Lane Grp Cap(c), veh/h	127	0	915	778	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	433	0	915	778	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	11.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		664			811
Approach Delay, s/veh	30.7		17.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		14.8		
Green Ext Time (p_c), s		0.0		0.1		0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	15	39	265	9	528	18	413	309	69	474	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.926				0.850			0.850		0.999	
Flt Protected		0.988			0.954			0.998			0.994	
Satd. Flow (prot)	0	1704	0	0	1795	1599	0	1852	1607	0	1658	0
Flt Permitted		0.872			0.673			0.966			0.883	
Satd. Flow (perm)	0	1504	0	0	1266	1599	0	1793	1607	0	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				496			359		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	20	17	45	308	10	614	21	480	359	80	551	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	318	614	0	501	359	0	636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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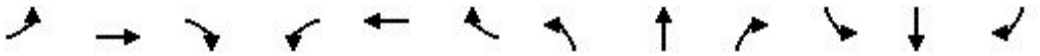

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		18.6			18.6	69.6		39.0	69.6		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.19			0.94	0.38		0.50	0.22		0.77	
Control Delay		12.1			64.9	0.7		11.6	0.3		20.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		12.1			64.9	0.7		11.6	0.3		20.2	
LOS		B			E	A		B	A		C	
Approach Delay		12.1			22.6			6.9			20.2	
Approach LOS		B			C			A			C	
Queue Length 50th (ft)		12			133	0		121	0		194	
Queue Length 95th (ft)		40			#259	0		181	0		307	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		443			345	1599		1004	1607		826	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.19			0.92	0.38		0.50	0.22		0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.6			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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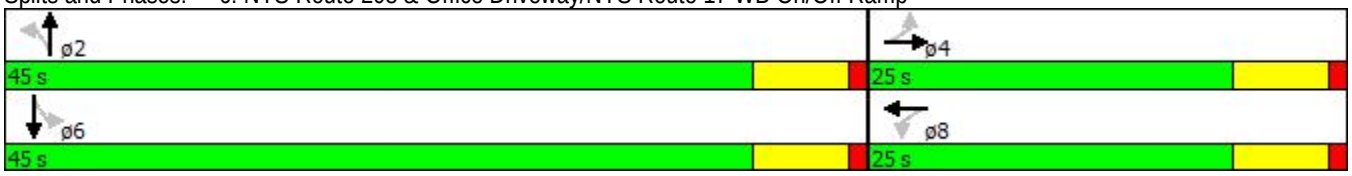
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	15	39	265	9	528	18	413	309	69	474	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1856	1891	1872	1789	1872
Adj Flow Rate, veh/h	20	17	45	308	10	0	21	480	0	80	551	5
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	138	118	231	439	11	388	75	1034	931	145	855	7
Arrive On Green	0.27	0.24	0.24	0.27	0.24	0.00	0.61	0.58	0.00	0.61	0.58	0.58
Sat Flow, veh/h	293	489	951	1376	45	1599	33	1784	1607	146	1476	13
Grp Volume(v), veh/h	82	0	0	318	0	0	501	0	0	636	0	0
Grp Sat Flow(s),veh/h/ln	1734	0	0	1421	0	1599	1817	0	1607	1634	0	0
Q Serve(g_s), s	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	13.9	0.0	0.0	10.3	0.0	0.0	16.1	0.0	0.0
Prop In Lane	0.24		0.55	0.97		1.00	0.04		1.00	0.13		0.01
Lane Grp Cap(c), veh/h	538	0	0	492	0	388	1162	0	931	1056	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.65	0.00	0.00	0.43	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	601	0	0	546	0	451	1162	0	931	1056	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	23.4	0.0	0.0	8.1	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.0	1.2	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	5.5	0.0	0.0	5.2	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	20.1	0.0	0.0	24.9	0.0	0.0	9.3	0.0	0.0	11.7	0.0	0.0
LnGrp LOS	C			C			A			B		
Approach Vol, veh/h		82			318			501			636	
Approach Delay, s/veh		20.1			24.9			9.3			11.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		22.3		45.0		22.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		4.6		0.0		15.9
Green Ext Time (p_c), s		0.0		1.1		0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	84	1012	485	8	7	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected		0.996			0.990	
Satd. Flow (prot)	0	1692	1678	0	1846	0
Flt Permitted		0.996			0.990	
Satd. Flow (perm)	0	1692	1678	0	1846	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	90	1088	522	9	8	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1178	531	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	84	1012	485	8	7	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	90	1088	522	9	8	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	530	0	-	0	1795	526
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	1269	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1037	-	-	-	72	536
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	230	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1037	-	-	-	56	536
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	180	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1037	-	204	-	-
HCM Lane V/C Ratio	0.087	-	0.195	-	-
HCM Control Delay (s)	8.8	0	26.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	32	987	475	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.998	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1875	0	0	1808	1755	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1875	0	0	1808	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	20	35	1073	516	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	1108	525	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	32	987	475	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	20	35	1073	516	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1663	521	525	0	-	0
Stage 1	521	-	-	-	-	-
Stage 2	1142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	107	555	1042	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	555	1042	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1042	-	256	-	-
HCM Lane V/C Ratio	0.033	-	0.102	-	-
HCM Control Delay (s)	8.6	0	20.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	202	31	16	931	499	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1677	0	0	1756	1767	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1677	0	0	1756	1767	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	220	34	17	1012	542	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	0	0	1029	597	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	102.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	202	31	16	931	499	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	220	34	17	1012	542	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1617	570	598	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	1047	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 95	505	979	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 91	505	979	-	-	-
Mov Cap-2 Maneuver	~ 91	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	289	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 762.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	102	-	-
HCM Lane V/C Ratio	0.018	-	2.483	-	-
HCM Control Delay (s)	8.7	0	$ 762.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	23	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1128	549	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1187	578	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1192	579	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1128	549	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1187	578	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1776	578	579	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	1198	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	82	507	995	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	81	507	995	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	264	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	995	-	140	-	-
HCM Lane V/C Ratio	0.005	-	0.015	-	-
HCM Control Delay (s)	8.6	0	31.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	5	29	44	13	19	30	850	113	28	410	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.985			0.993	
Flt Protected		0.977			0.963			0.999			0.997	
Satd. Flow (prot)	0	1859	0	0	1978	1785	0	1751	0	0	1746	0
Flt Permitted		0.977			0.963			0.978			0.913	
Satd. Flow (perm)	0	1859	0	0	1978	1785	0	1715	0	0	1599	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				85		9			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	32	5	31	47	14	20	32	914	122	30	441	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	61	20	0	1068	0	0	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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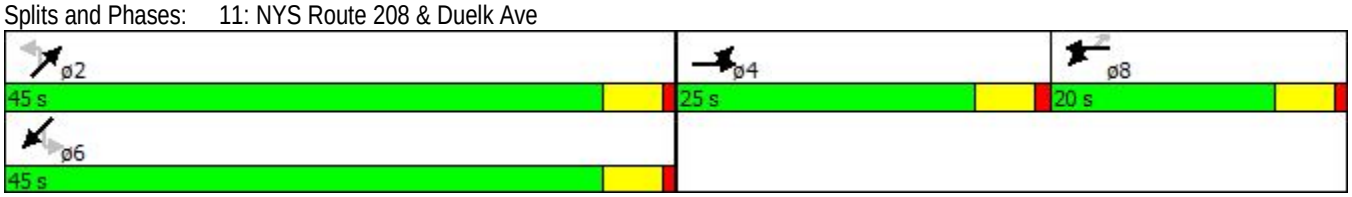
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.2			7.5	7.5		44.8			44.8	
Actuated g/C Ratio		0.09			0.11	0.11		0.69			0.69	
v/c Ratio		0.33			0.27	0.07		0.91			0.45	
Control Delay		23.4			31.1	0.5		28.7			9.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		23.4			31.1	0.5		28.7			9.7	
LOS		C			C	A		C			A	
Approach Delay		23.4			23.5			28.7			9.7	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)		15			24	0		~504			111	
Queue Length 95th (ft)		51			58	0		#811			225	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		596			458	479		1178			1097	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.11			0.13	0.04		0.91			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.4
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	5	29	44	13	19	30	850	113	28	410	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1942	1986	1910	1841	1910	1910	1825	1910
Adj Flow Rate, veh/h	32	5	31	47	14	20	32	914	122	30	441	27
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	45	7	44	87	26	102	76	996	131	91	1005	59
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	818	128	792	1441	429	1688	26	1549	203	46	1564	92
Grp Volume(v), veh/h	68	0	0	61	0	20	1068	0	0	498	0	0
Grp Sat Flow(s),veh/h/ln	1737	0	0	1870	0	1688	1779	0	0	1703	0	0
Q Serve(g_s), s	2.4	0.0	0.0	2.0	0.0	0.7	13.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.0	0.0	0.7	33.1	0.0	0.0	8.5	0.0	0.0
Prop In Lane	0.47		0.46	0.77		1.00	0.03		0.11	0.06		0.05
Lane Grp Cap(c), veh/h	97	0	0	113	0	102	1203	0	0	1156	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.54	0.00	0.20	0.89	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	558	0	0	451	0	407	1203	0	0	1156	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	28.4	0.0	27.8	9.8	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	3.9	0.0	0.9	9.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.1	0.0	0.4	19.3	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	32.4	0.0	0.0	32.3	0.0	28.7	19.7	0.0	0.0	6.7	0.0	0.0
LnGrp LOS	C			C		C	B			A		
Approach Vol, veh/h		68			81			1068			498	
Approach Delay, s/veh		32.4			31.4			19.7			6.7	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.5		45.0		8.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.4		0.0		4.0
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	30	29	870	433	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.996	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1696	0	0	1764	1726	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1696	0	0	1764	1726	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	12	32	31	916	456	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	947	471	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	30	29	870	433	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	12	32	31	916	456	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1440	463	471	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	125	584	1091	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	584	1091	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	308	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1091	-	284	-	-
HCM Lane V/C Ratio	0.028	-	0.152	-	-
HCM Control Delay (s)	8.4	0	19.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	1	864	17	1	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1761	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1761	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	12	1	909	18	1	459
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	927	0	0	460
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	11	1	864	17	1	436
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	12	1	909	18	1	459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1379	918	0	0	927	0
Stage 1	918	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	355	-	-	737	-
Stage 1	453	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	355	-	-	737	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	23.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	208	737	-
HCM Lane V/C Ratio	-	-	0.061	0.001	-
HCM Control Delay (s)	-	-	23.4	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	863	434	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1749	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1749	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	928	467	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	930	470	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	863	434	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	928	467	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1400	468	470	0	-	0
Stage 1	468	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	584	1102	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	584	1102	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1102	-	217	-	-
HCM Lane V/C Ratio	0.002	-	0.03	-	-
HCM Control Delay (s)	8.3	0	22.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	9	15	850	16	19	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1636	0	1763	0	0	1748
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1636	0	1763	0	0	1748
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	10	16	914	17	20	460
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	931	0	0	480
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	9	15	850	16	19	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	10	16	914	17	20	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1424	923	0	0	931	0
Stage 1	923	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	175	344	-	-	735	-
Stage 1	429	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	344	-	-	735	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	248	735	-
HCM Lane V/C Ratio	-	-	0.104	0.028	-
HCM Control Delay (s)	-	-	21.2	10	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	17	0	17	20	1	3	5	826	34	31	427	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.984			0.995			0.996	
Flt Protected		0.976			0.959						0.997	
Satd. Flow (prot)	0	1703	0	0	1784	0	0	1819	0	0	1802	0
Flt Permitted		0.976			0.959						0.997	
Satd. Flow (perm)	0	1703	0	0	1784	0	0	1819	0	0	1802	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	18	0	18	22	1	3	5	888	37	33	459	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	26	0	0	930	0	0	508	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	17	0	17	20	1	3	5	826	34	31	427	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	18	0	18	22	1	3	5	888	37	33	459	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1453	1469	467	1460	1459	906	475	0	0	925	0	0
Stage 1	534	534	-	917	917	-	-	-	-	-	-	-
Stage 2	919	935	-	543	542	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	138	604	137	165	361	1087	-	-	739	-	-
Stage 1	546	540	-	380	409	-	-	-	-	-	-	-
Stage 2	342	362	-	574	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	109	128	604	126	153	361	1087	-	-	739	-	-
Mov Cap-2 Maneuver	109	128	-	126	153	-	-	-	-	-	-	-
Stage 1	541	507	-	376	405	-	-	-	-	-	-	-
Stage 2	335	358	-	523	534	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.2	37	0	0.7
HCM LOS	D	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1087	-	-	138	185	739	-	-
HCM Lane V/C Ratio	0.005	-	-	0.187	0.198	0.045	-	-
HCM Control Delay (s)	8.3	0	-	37	29.2	10.1	0	-
HCM Lane LOS	A	A	-	E	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.7	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	862	1	2	472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	937	1	2	513
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	938	0	0	515
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	862	1	2	472
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	937	1	2	513

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1455	938	0	0	938	0
Stage 1	938	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	182	347	-	-	730	-
Stage 1	445	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	347	-	-	730	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	266	730	-
HCM Lane V/C Ratio	-	-	0.012	0.003	-
HCM Control Delay (s)	-	-	18.7	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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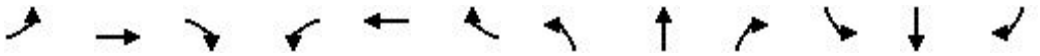

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	5	27	1	33	30	787	44	11	408	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.993			0.991	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1762	0	0	1728	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1762	0	0	1728	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	23	3	6	31	1	38	34	905	51	13	469	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	70	0	0	990	0	0	518	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	5	27	1	33	30	787	44	11	408	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	23	3	6	31	1	38	34	905	51	13	469	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1530	1536	487	1516	1529	930	505	0	0	955	0	0
Stage 1	512	512	-	999	999	-	-	-	-	-	-	-
Stage 2	1018	1024	-	517	530	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	107	573	106	128	332	1060	-	-	720	-	-
Stage 1	529	521	-	310	340	-	-	-	-	-	-	-
Stage 2	270	295	-	557	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	97	573	95	116	332	1060	-	-	720	-	-
Mov Cap-2 Maneuver	72	97	-	95	116	-	-	-	-	-	-	-
Stage 1	492	508	-	289	317	-	-	-	-	-	-	-
Stage 2	222	275	-	534	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.8	45.7	0.3	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	88	156	720	-	-
HCM Lane V/C Ratio	0.033	-	-	0.366	0.449	0.018	-	-
HCM Control Delay (s)	8.5	0	-	67.8	45.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	2.1	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	951	7	2	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1034	8	2	574
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1034	8	2	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	951	7	2	528
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1034	8	2	574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1612	1034	0	0	1034	0
Stage 1	1034	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	149	292	-	-	607	-
Stage 1	399	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	292	-	-	607	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	607	-
HCM Lane V/C Ratio	-	-	0.059	0.004	-
HCM Control Delay (s)	-	-	23.8	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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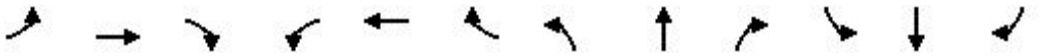

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	282	19	17	148	0	12	0	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.935				
Flt Protected					0.995			0.975				
Satd. Flow (prot)	0	1802	0	0	1792	0	0	1715	0	0	1853	0
Flt Permitted					0.995			0.975				
Satd. Flow (perm)	0	1802	0	0	1792	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	307	21	18	161	0	13	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	179	0	0	25	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	282	19	17	148	0	12	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	307	21	18	161	0	13	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	327	0	0	515	515	317	521	525	161
Stage 1	-	-	-	-	-	-	317	317	-	198	198	-
Stage 2	-	-	-	-	-	-	198	198	-	323	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1233	-	-	498	491	736	453	444	880
Stage 1	-	-	-	-	-	-	719	678	-	795	729	-
Stage 2	-	-	-	-	-	-	822	754	-	677	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1233	-	-	492	483	736	440	437	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	492	483	-	440	437	-
Stage 1	-	-	-	-	-	-	719	678	-	795	717	-
Stage 2	-	-	-	-	-	-	809	742	-	666	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	11.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	1418	-	-	1233	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.015	-	-	-
HCM Control Delay (s)	11.4	0	-	-	8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	287	25	218	325	142	20	90	260	172	77	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.98	
Frt		0.988				0.850		0.889			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1705	0	1604	1749	1538	1645	1486	0	1678	1674	0
Flt Permitted	0.550			0.263			0.662			0.180		
Satd. Flow (perm)	872	1705	0	440	1749	1467	1121	1486	0	318	1674	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				154					36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	42	312	27	237	353	154	22	98	283	187	84	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	339	0	237	353	154	22	381	0	187	149	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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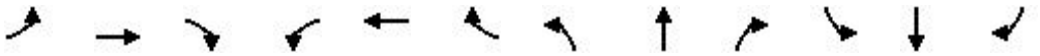

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	21.3	21.3		29.0	29.0	43.1	25.1	20.6		39.9	36.3	
Actuated g/C Ratio	0.24	0.24		0.32	0.32	0.48	0.28	0.23		0.44	0.40	
v/c Ratio	0.15	0.84		0.74	0.63	0.19	0.07	1.13		0.53	0.22	
Control Delay	31.6	52.7		43.0	35.2	1.9	19.9	124.4		24.2	18.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.6	52.7		43.0	35.2	1.9	19.9	124.4		24.2	18.4	
LOS	C	D		D	D	A	B	F		C	B	
Approach Delay		50.4			30.8			118.7			21.6	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	19	188		124	197	0	7	~274		69	40	
Queue Length 95th (ft)	52	#346		208	311	16	25	#537		136	110	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	306	546		406	756	890	442	338		449	693	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.62		0.58	0.47	0.17	0.05	1.13		0.42	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 90.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 52.1 Intersection LOS: D
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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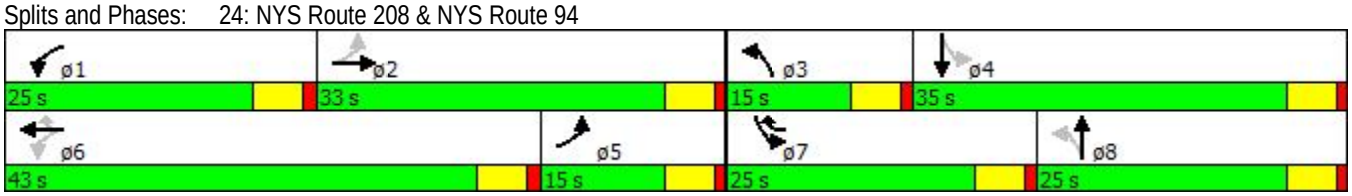
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	287	25	218	325	142	20	90	260	172	77	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.55		0.98	0.96		0.98	0.98		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	42	312	27	237	353	154	22	98	283	187	84	65
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	358	353	31	357	423	514	405	100	288	278	322	249
Arrive On Green	0.16	0.24	0.24	0.16	0.23	0.23	0.01	0.25	0.25	0.10	0.34	0.34
Sat Flow, veh/h	1638	1460	126	1723	1810	1505	1706	401	1158	1741	950	735
Grp Volume(v), veh/h	42	0	339	237	353	154	22	0	381	187	0	149
Grp Sat Flow(s),veh/h/ln	1638	0	1587	1723	1810	1505	1706	0	1559	1741	0	1685
Q Serve(g_s), s	0.0	0.0	16.6	10.3	14.9	2.8	0.8	0.0	19.5	6.0	0.0	5.2
Cycle Q Clear(g_c), s	0.0	0.0	16.6	10.3	14.9	2.8	0.8	0.0	19.5	6.0	0.0	5.2
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.74	1.00		0.44
Lane Grp Cap(c), veh/h	358	0	384	357	423	514	405	0	388	278	0	572
V/C Ratio(X)	0.12	0.00	0.88	0.66	0.83	0.30	0.05	0.00	0.98	0.67	0.00	0.26
Avail Cap(c_a), veh/h	358	0	553	518	856	873	592	0	388	529	0	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	29.4	30.1	29.3	6.6	22.1	0.0	30.0	20.4	0.0	19.2
Incr Delay (d2), s/veh	0.1	0.0	8.7	0.8	1.7	0.1	0.0	0.0	40.6	1.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.2	5.0	7.6	1.4	0.4	0.0	12.7	2.9	0.0	2.4
LnGrp Delay(d),s/veh	28.2	0.0	38.1	30.9	31.0	6.7	22.1	0.0	70.7	21.4	0.0	19.3
LnGrp LOS	C		D	C	C	A	C		E	C		B
Approach Vol, veh/h		381			744			403			336	
Approach Delay, s/veh		37.0			25.9			68.0			20.5	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	24.4	6.2	32.3	18.1	23.8	13.4	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	12.3	18.6	2.8	7.2	2.0	16.9	8.0	21.5
Green Ext Time (p_c), s	0.3	0.8	0.0	2.0	0.8	1.7	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.3
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	36	11	853	438	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1851	0	0	1774	1739	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1851	0	0	1774	1739	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	41	13	980	503	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	993	505	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	36	11	853	438	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	41	13	980	503	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1511	505	506	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	559	1059	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	559	1059	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1059	-	334	-	-
HCM Lane V/C Ratio	0.012	-	0.151	-	-
HCM Control Delay (s)	8.4	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	92	103	637	161	211	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977					0.987
Satd. Flow (prot)	1699	0	1853	1575	0	1857
Flt Permitted	0.977					0.590
Satd. Flow (perm)	1699	0	1853	1575	0	1110
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	72			168		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	96	107	664	168	220	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	0	664	168	0	811
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.11		1.07
Control Delay	27.4		7.6	0.1		68.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.4		7.6	0.1		68.1
LOS	C		A	A		E
Approach Delay	27.4		6.1			68.1
Approach LOS	C		A			E
Queue Length 50th (ft)	49		105	0		~367
Queue Length 95th (ft)	109		223	0		#623
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1269	1575		760
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.52	0.11		1.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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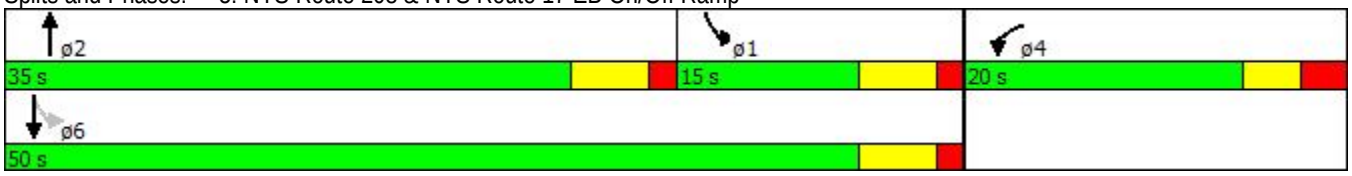
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	92	103	637	161	211	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1699		1853	1575		1856
Flt Permitted	0.98		1.00	1.00		0.59
Satd. Flow (perm)	1699		1853	1575		1111
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	96	107	664	168	220	591
RTOR Reduction (vph)	61	0	0	0	0	0
Lane Group Flow (vph)	142	0	664	168	0	811
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.5		44.6	65.1		44.6
Effective Green, g (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	247		1269	1575		761
v/s Ratio Prot	c0.08		0.36			
v/s Ratio Perm				0.11		c0.73
v/c Ratio	0.57		0.52	0.11		1.07
Uniform Delay, d1	25.9		5.0	0.0		10.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.0		1.5	0.1		51.6
Delay (s)	27.9		6.6	0.1		61.8
Level of Service	C		A	A		E
Approach Delay (s)	27.9		5.3			61.8
Approach LOS	C		A			E

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

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CLOVEWOOD

EXISTING CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	515	302	0	274	204	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1743	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1743	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	531	311	0	282	210	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	282	212	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	5.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	515	302	0	274	204	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	531	311	0	282	210	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	842	0	969	687
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	802	-	332	477
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	802	-	332	477
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	805	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	33
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	802	-	333
HCM Lane V/C Ratio	-	-	-	-	0.638
HCM Control Delay (s)	-	-	0	-	33
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	4.1

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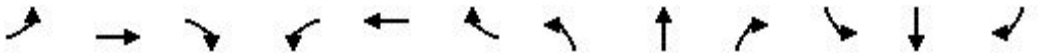

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	15	40	2	14	1	74	454	4	2	256	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916			0.992			0.999			0.993	
Flt Protected		0.993			0.994			0.993				
Satd. Flow (prot)	0	1662	0	0	1667	0	0	1774	0	0	1826	0
Flt Permitted		0.993			0.994			0.993				
Satd. Flow (perm)	0	1662	0	0	1667	0	0	1774	0	0	1826	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	10	16	43	2	15	1	80	488	4	2	264	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	18	0	0	572	0	0	281	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	15	40	2	14	1	74	454	4	2	256	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	10	16	43	2	15	1	80	488	4	2	264	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	934	928	271	954	932	490	279	0	0	492	0	0
Stage 1	276	276	-	649	649	-	-	-	-	-	-	-
Stage 2	658	652	-	305	283	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	236	250	760	256	339	623	1295	-	-	1082	-	-
Stage 1	723	663	-	464	548	-	-	-	-	-	-	-
Stage 2	440	440	-	667	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	228	760	213	310	623	1295	-	-	1082	-	-
Mov Cap-2 Maneuver	212	228	-	213	310	-	-	-	-	-	-	-
Stage 1	662	662	-	425	501	-	-	-	-	-	-	-
Stage 2	390	403	-	613	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	17.6	1.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	398	303	1082	-	-
HCM Lane V/C Ratio	0.061	-	-	0.173	0.06	0.002	-	-
HCM Control Delay (s)	8	0	-	15.9	17.6	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	17	17	25	277	189	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.988	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1860	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1860	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	19	19	28	311	212	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	339	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	17	17	25	277	189	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	19	19	28	311	212	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	590	223	234	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	522	837	1345	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	837	1345	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1345	-	633	-	-
HCM Lane V/C Ratio	0.021	-	0.06	-	-
HCM Control Delay (s)	7.7	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	77	41	950	90	53	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953		0.988			
Flt Protected	0.968					0.995
Satd. Flow (prot)	1663	0	1877	0	0	1857
Flt Permitted	0.968					0.995
Satd. Flow (perm)	1663	0	1877	0	0	1857
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	81	43	1000	95	56	527
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	1095	0	0	583
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	77	41	950	90	53	501
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	81	43	1000	95	56	527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1686	1047	0	0	1095	0
Stage 1	1047	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	256	362	-	-	626	-
Stage 1	592	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	362	-	-	626	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	626	-
HCM Lane V/C Ratio	-	-	0.483	0.089	-
HCM Control Delay (s)	-	-	31.4	11.3	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	2.4	0.3	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	99	595	161	214	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.986
Satd. Flow (prot)	1645	0	1818	1575	0	1829
Flt Permitted	0.977					0.619
Satd. Flow (perm)	1645	0	1818	1575	0	1149
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			166		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	89	102	613	166	221	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	613	166	0	770
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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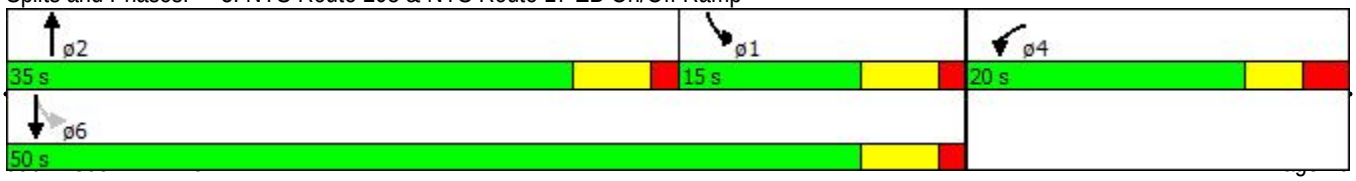
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		44.6	64.9		44.6
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.64		0.49	0.11		0.97
Control Delay	26.5		7.1	0.1		41.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	26.5		7.1	0.1		41.0
LOS	C		A	A		D
Approach Delay	26.5		5.6			41.0
Approach LOS	C		A			D
Queue Length 50th (ft)	43		91	0		231
Queue Length 95th (ft)	101		201	0		#570
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	426		1250	1575		790
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.45		0.49	0.11		0.97

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	86	99	595	161	214	533
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	89	0	613	0	221	549
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	115	0	901	781	91	163
Arrive On Green	0.07	0.00	0.50	0.00	0.77	0.75
Sat Flow, veh/h	1709	0	1818	1575	18	217
Grp Volume(v), veh/h	90	0	613	0	770	0
Grp Sat Flow(s),veh/h/ln	1728	0	1818	1575	235	0
Q Serve(g_s), s	3.0	0.0	15.3	0.0	11.5	0.0
Cycle Q Clear(g_c), s	3.0	0.0	15.3	0.0	11.5	0.0
Prop In Lane	0.99	0.00		1.00	0.29	
Lane Grp Cap(c), veh/h	116	0	901	781	0	0
V/C Ratio(X)	0.77	0.00	0.68	0.00	0.00	0.00
Avail Cap(c_a), veh/h	421	0	901	781	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	11.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.1	0.0	4.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	8.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.4	0.0	15.5	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	90		613			770
Approach Delay, s/veh	31.4		15.5			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.5		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.0		13.5		
Green Ext Time (p_c), s		0.0		0.1		0.7		

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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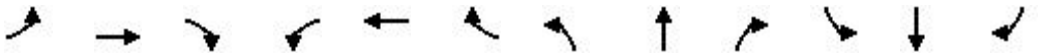

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	10	35	232	6	465	18	437	239	84	480	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.912				0.850			0.850			
Flt Protected		0.992			0.953			0.998			0.993	
Satd. Flow (prot)	0	1719	0	0	1811	1615	0	1903	1607	0	1717	0
Flt Permitted		0.929			0.691			0.971			0.868	
Satd. Flow (perm)	0	1610	0	0	1313	1615	0	1851	1607	0	1501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				484			249			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	9	10	36	242	6	484	19	455	249	88	500	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	248	484	0	474	249	0	589	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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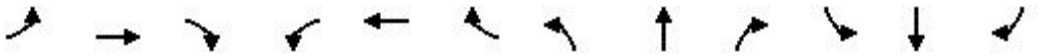

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		15.7			15.7	66.9		39.1	66.9		39.1	
Actuated g/C Ratio		0.23			0.23	1.00		0.58	1.00		0.58	
v/c Ratio		0.14			0.81	0.30		0.44	0.15		0.67	
Control Delay		11.1			45.0	0.5		10.0	0.2		15.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		11.1			45.0	0.5		10.0	0.2		15.2	
LOS		B			D	A		B	A		B	
Approach Delay		11.1			15.6			6.6			15.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6			96	0		105	0		159	
Queue Length 95th (ft)		31			#195	0		177	0		288	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		484			374	1615		1083	1607		878	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.66	0.30		0.44	0.15		0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.9			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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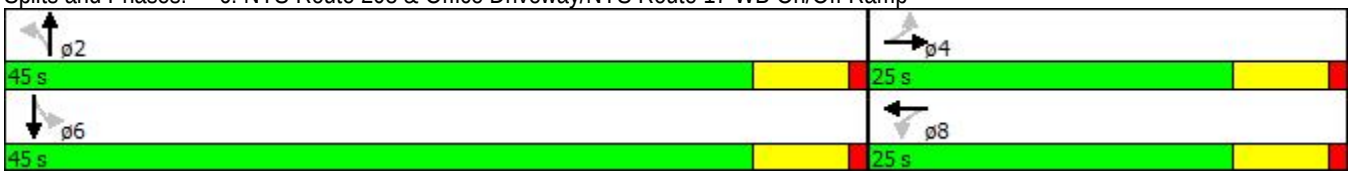
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	10	35	232	6	465	18	437	239	84	480	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1900	1900	1928	1906	1891	1872	1853	1872
Adj Flow Rate, veh/h	9	10	36	242	6	0	19	455	0	88	500	1
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	93	89	220	388	7	318	78	1132	987	175	917	2
Arrive On Green	0.23	0.20	0.20	0.23	0.20	0.00	0.65	0.61	0.00	0.65	0.61	0.61
Sat Flow, veh/h	137	454	1120	1405	35	1615	30	1843	1607	179	1492	3
Grp Volume(v), veh/h	55	0	0	248	0	0	474	0	0	589	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	0	1440	0	1615	1874	0	1607	1674	0	0
Q Serve(g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	10.0	0.0	0.0	8.0	0.0	0.0	11.2	0.0	0.0
Prop In Lane	0.16		0.65	0.98		1.00	0.04		1.00	0.15		0.00
Lane Grp Cap(c), veh/h	457	0	0	441	0	318	1269	0	987	1146	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.56	0.00	0.00	0.37	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	623	0	0	583	0	483	1269	0	987	1146	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	23.4	0.0	0.0	6.2	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	3.9	0.0	0.0	4.1	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	21.1	0.0	0.0	23.8	0.0	0.0	7.1	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		55			248			474			589	
Approach Delay, s/veh		21.1			23.8			7.1			8.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		18.5		45.0		18.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.7		0.0		12.0
Green Ext Time (p_c), s		0.0		0.8		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	80	911	514	30	34	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.927	
Flt Protected		0.996			0.977	
Satd. Flow (prot)	0	1741	1720	0	1931	0
Flt Permitted		0.996			0.977	
Satd. Flow (perm)	0	1741	1720	0	1931	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	82	939	530	31	35	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1021	561	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	80	911	514	30	34	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	82	939	530	31	35	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	561	0	-	0	1649	545
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	1104	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1020	-	-	-	92	526
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	283	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	77	526
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	235	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	55.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1020	-	143	-	-
HCM Lane V/C Ratio	0.081	-	0.533	-	-
HCM Control Delay (s)	8.8	0	55.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.6	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	16	36	909	528	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.998	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1713	0	0	1861	1806	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1713	0	0	1861	1806	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	17	38	957	556	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	995	563	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	16	36	909	528	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	17	38	957	556	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1592	559	563	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	1033	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	91	532	1019	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	532	1019	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1019	-	234	-	-
HCM Lane V/C Ratio	0.037	-	0.094	-	-
HCM Control Delay (s)	8.7	0	22	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	158	31	9	886	522	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.986	
Flt Protected	0.960					
Satd. Flow (prot)	1693	0	0	1810	1811	0
Flt Permitted	0.960					
Satd. Flow (perm)	1693	0	0	1810	1811	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	166	33	9	933	549	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	0	0	942	611	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	42.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	158	31	9	886	522	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	166	33	9	933	549	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	581	612	0	-	0
Stage 1	581	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 109	501	977	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 107	501	977	-	-	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 374.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	977	-	123	-	-
HCM Lane V/C Ratio	0.01	-	1.617	-	-
HCM Control Delay (s)	8.7	0	$ 374.7	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	14.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1038	576	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1081	600	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1087	602	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1038	576	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1081	600	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1695	601	602	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	94	496	985	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	496	985	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	222	-	-
HCM Lane V/C Ratio	0.006	-	0.033	-	-
HCM Control Delay (s)	8.7	0	21.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	40	8	15	60	8	22	41	787	86	22	460	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.987			0.994	
Flt Protected		0.969			0.958			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2017	1734	0	1798	0	0	1793	0
Flt Permitted		0.969			0.958			0.964			0.951	
Satd. Flow (perm)	0	1918	0	0	2017	1734	0	1736	0	0	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	41	8	15	61	8	22	42	803	88	22	469	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	69	22	0	933	0	0	514	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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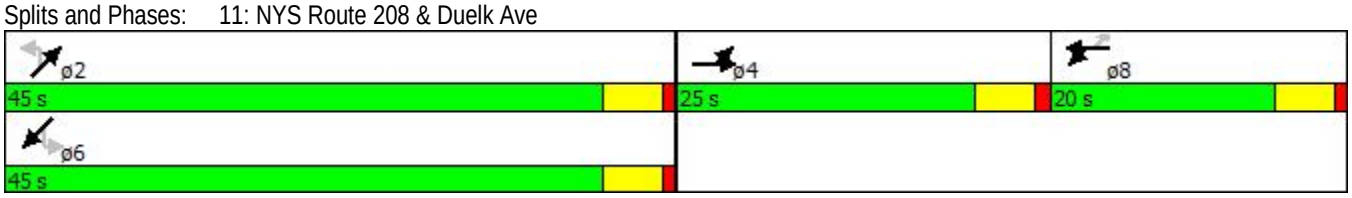
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.4			7.7	7.7		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.68			0.68	
v/c Ratio		0.32			0.29	0.08		0.79			0.44	
Control Delay		28.4			31.4	0.5		19.9			9.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		28.4			31.4	0.5		19.9			9.7	
LOS		C			C	A		B			A	
Approach Delay		28.4			24.0			19.9			9.7	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)		20			27	0		318			116	
Queue Length 95th (ft)		55			64	0		#671			229	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		596			462	462		1178			1159	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.11			0.15	0.05		0.79			0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 66.1			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	40	8	15	60	8	22	41	787	86	22	460	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1934	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	41	8	15	61	8	22	42	803	88	22	469	23
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	62	12	23	107	14	104	89	1024	110	80	1080	52
Arrive On Green	0.05	0.05	0.05	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1154	225	422	1685	221	1640	44	1595	171	31	1682	80
Grp Volume(v), veh/h	64	0	0	69	0	22	933	0	0	514	0	0
Grp Sat Flow(s),veh/h/ln	1801	0	0	1906	0	1640	1811	0	0	1794	0	0
Q Serve(g_s), s	2.2	0.0	0.0	2.2	0.0	0.8	5.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.2	0.0	0.8	23.0	0.0	0.0	8.6	0.0	0.0
Prop In Lane	0.64		0.23	0.88		1.00	0.05		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	97	0	0	121	0	104	1223	0	0	1212	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.57	0.00	0.21	0.76	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	578	0	0	459	0	395	1223	0	0	1212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	28.3	0.0	27.7	8.0	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	4.1	0.0	1.0	4.5	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.3	0.0	0.4	12.9	0.0	0.0	4.7	0.0	0.0
LnGrp Delay(d),s/veh	31.8	0.0	0.0	32.5	0.0	28.7	12.6	0.0	0.0	6.6	0.0	0.0
LnGrp LOS	C			C		C	B			A		
Approach Vol, veh/h		64			91			933			514	
Approach Delay, s/veh		31.8			31.6			12.6			6.6	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.3		45.0		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.2		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	23	30	819	482	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1704	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1704	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	14	23	30	827	487	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	857	499	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	14	23	30	819	482	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	14	23	30	827	487	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1381	493	499	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	138	557	1075	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	557	1075	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1075	-	250	-	-
HCM Lane V/C Ratio	0.028	-	0.149	-	-
HCM Control Delay (s)	8.4	0	21.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	6	812	21	3	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.997			
Flt Protected	0.968					
Satd. Flow (prot)	1664	0	1813	0	0	1792
Flt Permitted	0.968					
Satd. Flow (perm)	1664	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	12	6	820	21	3	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	841	0	0	490
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	6	812	21	3	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	12	6	820	21	3	487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1324	831	0	0	841	0
Stage 1	831	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	217	399	-	-	803	-
Stage 1	495	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	399	-	-	803	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	255	803	-
HCM Lane V/C Ratio	-	-	0.071	0.004	-
HCM Control Delay (s)	-	-	20.2	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	815	483	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1817	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1817	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	840	498	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	843	500	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	815	483	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	840	498	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1345	499	500	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	145	560	1075	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	560	1075	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1075	-	229	-	-
HCM Lane V/C Ratio	0.003	-	0.018	-	-
HCM Control Delay (s)	8.4	0	21	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	17	802	15	24	472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1799
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1799
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	13	18	827	15	25	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	842	0	0	512
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	17	802	15	24	472
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	13	18	827	15	25	487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1371	835	0	0	842	0
Stage 1	835	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	190	388	-	-	802	-
Stage 1	471	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	388	-	-	802	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.7	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	260	802	-
HCM Lane V/C Ratio	-	-	0.119	0.031	-
HCM Control Delay (s)	-	-	20.7	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	10	1	8	27	3	14	7	779	33	14	461	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.958			0.995			0.998	
Flt Protected		0.974			0.970						0.999	
Satd. Flow (prot)	0	1754	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.974			0.970						0.999	
Satd. Flow (perm)	0	1754	0	0	1792	0	0	1873	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	10	1	8	28	3	14	7	803	34	14	475	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	45	0	0	844	0	0	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	10	1	8	27	3	14	7	779	33	14	461	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	10	1	8	28	3	14	7	803	34	14	475	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1352	1361	480	1348	1348	820	485	0	0	837	0	0
Stage 1	509	509	-	835	835	-	-	-	-	-	-	-
Stage 2	843	852	-	513	513	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	138	161	598	162	191	405	1088	-	-	806	-	-
Stage 1	566	557	-	419	443	-	-	-	-	-	-	-
Stage 2	379	397	-	597	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	155	598	155	184	405	1088	-	-	806	-	-
Mov Cap-2 Maneuver	128	155	-	155	184	-	-	-	-	-	-	-
Stage 1	559	544	-	414	438	-	-	-	-	-	-	-
Stage 2	359	392	-	574	573	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	25.6	29	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1088	-	-	195	194	806	-	-
HCM Lane V/C Ratio	0.007	-	-	0.233	0.101	0.018	-	-
HCM Control Delay (s)	8.3	0	-	29	25.6	9.5	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	801	2	2	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	817	2	2	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	819	0	0	494
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	801	2	2	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	817	2	2	492

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1314	818	0	0	819	0
Stage 1	818	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	219	406	-	-	818	-
Stage 1	501	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	406	-	-	818	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	284	818	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.9	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	22	1	31	22	763	22	19	422	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.996			0.989	
Flt Protected		0.958			0.980			0.999			0.998	
Satd. Flow (prot)	0	1913	0	0	1896	0	0	1819	0	0	1757	0
Flt Permitted		0.958			0.980			0.999			0.998	
Satd. Flow (perm)	0	1913	0	0	1896	0	0	1819	0	0	1757	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	23	1	2	22	1	32	22	779	22	19	431	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	55	0	0	823	0	0	488	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	22	1	31	22	763	22	19	422	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	23	1	2	22	1	32	22	779	22	19	431	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1339	1334	449	1325	1342	790	468	0	0	801	0	0
Stage 1	488	488	-	835	835	-	-	-	-	-	-	-
Stage 2	851	846	-	490	507	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	122	144	607	144	165	402	1104	-	-	831	-	-
Stage 1	550	538	-	382	404	-	-	-	-	-	-	-
Stage 2	341	364	-	579	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	135	607	136	154	402	1104	-	-	831	-	-
Mov Cap-2 Maneuver	106	135	-	136	154	-	-	-	-	-	-	-
Stage 1	530	521	-	368	389	-	-	-	-	-	-	-
Stage 2	302	351	-	558	541	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.9	26.7	0.2	0.4
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	114	220	831	-	-
HCM Lane V/C Ratio	0.02	-	-	0.233	0.25	0.023	-	-
HCM Control Delay (s)	8.3	0	-	45.9	26.7	9.4	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	1	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	14	13	882	3	2	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	15	14	948	3	2	592
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	948	3	2	592
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	14	13	882	3	2	551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	15	14	948	3	2	592

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1545	948	0	0	948	0
Stage 1	948	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	180	342	-	-	732	-
Stage 1	469	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	342	-	-	732	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	732	-
HCM Lane V/C Ratio	-	-	0.125	0.003	-
HCM Control Delay (s)	-	-	22.6	9.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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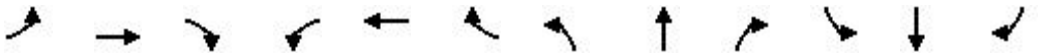

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	265	29	15	195	1	12	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.999			0.953			0.932	
Flt Protected					0.996			0.969			0.976	
Satd. Flow (prot)	0	1799	0	0	1811	0	0	1772	0	0	1720	0
Flt Permitted					0.996			0.969			0.976	
Satd. Flow (perm)	0	1799	0	0	1811	0	0	1772	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	298	33	17	219	1	13	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	331	0	0	237	0	0	20	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	265	29	15	195	1	12	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	298	33	17	219	1	13	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	330	0	0	568	568	314	570	583	220
Stage 1	-	-	-	-	-	-	314	314	-	253	253	-
Stage 2	-	-	-	-	-	-	254	254	-	317	330	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1361	-	-	1241	-	-	465	464	744	422	413	820
Stage 1	-	-	-	-	-	-	726	683	-	745	692	-
Stage 2	-	-	-	-	-	-	776	721	-	686	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1241	-	-	459	457	744	413	406	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	457	-	413	406	-
Stage 1	-	-	-	-	-	-	726	683	-	745	681	-
Stage 2	-	-	-	-	-	-	763	709	-	680	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	12.1	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	526	1361	-	-	1241	-	-	549
HCM Lane V/C Ratio	0.038	-	-	-	0.014	-	-	0.004
HCM Control Delay (s)	12.1	0	-	-	7.9	0	-	11.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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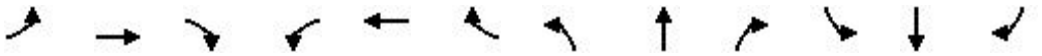

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	359	20	215	358	145	26	81	263	193	74	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.96			0.98	
Frt		0.992				0.850		0.885			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1740	0	1652	1670	1583	1599	1489	0	1695	1621	0
Flt Permitted	0.542			0.217			0.668			0.200		
Satd. Flow (perm)	868	1740	0	374	1670	1510	1100	1489	0	357	1621	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				149					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	47	370	21	222	369	149	27	84	271	199	76	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	391	0	222	369	149	27	355	0	199	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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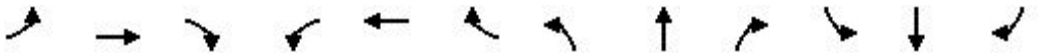

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.8	23.8		31.9	31.9	46.6	25.1	20.4		40.2	36.5	
Actuated g/C Ratio	0.26	0.26		0.34	0.34	0.50	0.27	0.22		0.43	0.39	
v/c Ratio	0.16	0.87		0.71	0.65	0.18	0.08	1.09		0.54	0.21	
Control Delay	31.2	55.2		39.3	34.7	1.7	20.0	112.9		24.7	18.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.2	55.2		39.3	34.7	1.7	20.0	112.9		24.7	18.0	
LOS	C	E		D	C	A	C	F		C	B	
Approach Delay		52.6			29.5			106.3			21.9	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	22	223		117	216	0	10	~259		78	37	
Queue Length 95th (ft)	56	#426		186	321	16	28	#496		144	102	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	314	538		409	699	931	417	327		449	660	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.73		0.54	0.53	0.16	0.06	1.09		0.44	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 92.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 48.9 Intersection LOS: D
Intersection Capacity Utilization 80.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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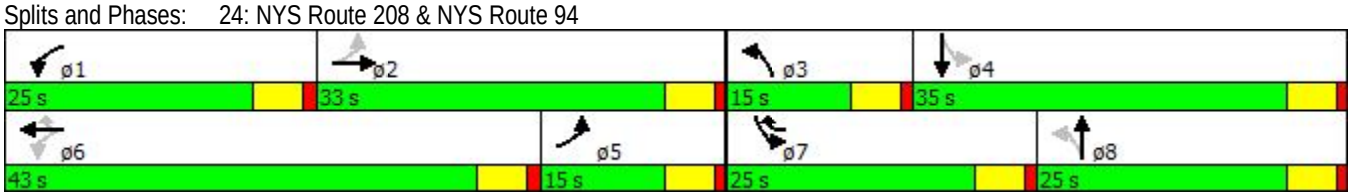
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	359	20	215	358	145	26	81	263	193	74	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.98	0.98		0.98	0.98		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1820	1881	1863	1727	1863	1742	1805	1881	1845	1779	1919
Adj Flow Rate, veh/h	47	370	21	222	369	149	27	84	271	199	76	64
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	362	409	23	334	431	560	392	90	290	300	297	250
Arrive On Green	0.16	0.27	0.27	0.14	0.25	0.25	0.02	0.24	0.24	0.11	0.34	0.34
Sat Flow, veh/h	1654	1533	87	1774	1727	1552	1659	370	1194	1757	887	747
Grp Volume(v), veh/h	47	0	391	222	369	149	27	0	355	199	0	140
Grp Sat Flow(s),veh/h/ln	1654	0	1620	1774	1727	1552	1659	0	1564	1757	0	1634
Q Serve(g_s), s	0.0	0.0	19.2	9.3	16.8	2.7	1.0	0.0	18.3	6.6	0.0	5.1
Cycle Q Clear(g_c), s	0.0	0.0	19.2	9.3	16.8	2.7	1.0	0.0	18.3	6.6	0.0	5.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.76	1.00		0.46
Lane Grp Cap(c), veh/h	362	0	432	334	431	560	392	0	379	300	0	547
V/C Ratio(X)	0.13	0.00	0.90	0.67	0.86	0.27	0.07	0.00	0.94	0.66	0.00	0.26
Avail Cap(c_a), veh/h	362	0	550	517	796	888	566	0	379	534	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	29.2	29.4	29.5	6.3	23.0	0.0	30.6	21.0	0.0	19.9
Incr Delay (d2), s/veh	0.1	0.0	14.0	0.9	1.9	0.1	0.0	0.0	30.0	0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.3	4.6	8.2	1.4	0.5	0.0	11.0	3.2	0.0	2.3
LnGrp Delay(d),s/veh	29.1	0.0	43.2	30.3	31.5	6.4	23.0	0.0	60.6	21.9	0.0	20.0
LnGrp LOS	C		D	C	C	A	C		E	C		C
Approach Vol, veh/h		438			740			382			339	
Approach Delay, s/veh		41.7			26.1			58.0			21.1	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	27.0	6.4	32.6	17.9	25.6	14.0	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	11.3	21.2	3.0	7.1	2.0	18.8	8.6	20.3
Green Ext Time (p_c), s	0.2	0.8	0.0	1.9	0.9	1.8	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	19	38	15	788	446	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	19	39	15	804	455	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	0	819	455	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	38	15	788	446	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	19	39	15	804	455	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1290	455	455	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	170	602	1116	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	602	1116	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1116	-	321	-	-
HCM Lane V/C Ratio	0.014	-	0.181	-	-
HCM Control Delay (s)	8.3	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	99	595	161	214	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.986
Satd. Flow (prot)	1645	0	1818	1575	0	1829
Flt Permitted	0.977					0.619
Satd. Flow (perm)	1645	0	1818	1575	0	1149
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			166		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	89	102	613	166	221	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	613	166	0	770
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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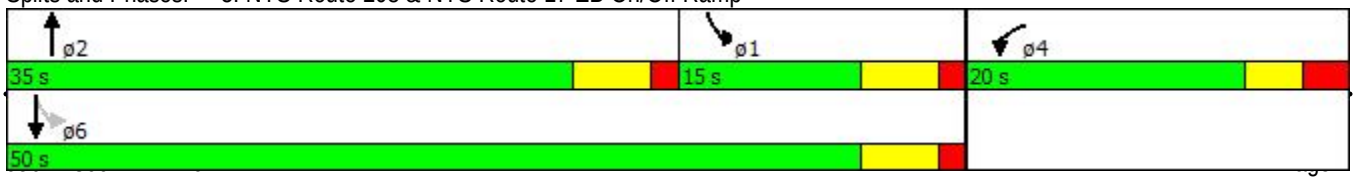
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		44.6	64.9		44.6
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.64		0.49	0.11		0.97
Control Delay	26.5		7.1	0.1		41.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	26.5		7.1	0.1		41.0
LOS	C		A	A		D
Approach Delay	26.5		5.6			41.0
Approach LOS	C		A			D
Queue Length 50th (ft)	43		91	0		231
Queue Length 95th (ft)	101		201	0		#570
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	426		1250	1575		790
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.45		0.49	0.11		0.97

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	99	595	161	214	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1645		1818	1575		1829
Flt Permitted	0.98		1.00	1.00		0.62
Satd. Flow (perm)	1645		1818	1575		1148
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	89	102	613	166	221	549
RTOR Reduction (vph)	63	0	0	0	0	0
Lane Group Flow (vph)	128	0	613	166	0	770
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		44.6	64.8		44.6
Effective Green, g (s)	9.2		44.6	64.8		44.6
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	233		1251	1575		790
v/s Ratio Prot	c0.08		0.34			
v/s Ratio Perm				0.11		c0.67
v/c Ratio	0.55		0.49	0.11		0.97
Uniform Delay, d1	25.9		4.8	0.0		9.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.4		1.4	0.1		25.6
Delay (s)	27.3		6.1	0.1		35.1
Level of Service	C		A	A		D
Approach Delay (s)	27.3		4.8			35.1
Approach LOS	C		A			D

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

EXISTING CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	359	205	0	337	200	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1721	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1721	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	422	241	0	396	235	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	663	0	0	396	237	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	6.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	359	205	0	337	200	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	422	241	0	396	235	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	939	543
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	935	-	341	569
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	935	-	341	569
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	724	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	36.3
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	935	-	342
HCM Lane V/C Ratio	-	-	-	-	0.695
HCM Control Delay (s)	-	-	0	-	36.3
HCM Lane LOS	-	-	A	-	E
HCM 95th %tile Q(veh)	-	-	0	-	5

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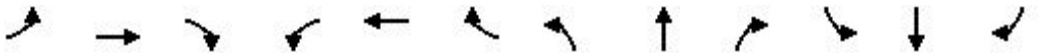

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	12	37	2	11	6	50	265	4	3	294	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.959			0.998			0.995	
Flt Protected		0.988			0.995			0.992				
Satd. Flow (prot)	0	1668	0	0	1796	0	0	1765	0	0	1841	0
Flt Permitted		0.988			0.995			0.992				
Satd. Flow (perm)	0	1668	0	0	1796	0	0	1765	0	0	1841	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	16	13	39	2	12	6	53	282	4	3	313	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	20	0	0	339	0	0	328	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	12	37	2	11	6	50	265	4	3	294	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	16	13	39	2	12	6	53	282	4	3	313	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	724	718	319	741	721	284	324	0	0	286	0	0
Stage 1	325	325	-	390	390	-	-	-	-	-	-	-
Stage 2	399	393	-	351	331	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	321	343	713	411	435	790	1236	-	-	1118	-	-
Stage 1	665	641	-	711	681	-	-	-	-	-	-	-
Stage 2	604	596	-	738	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	325	713	361	412	790	1236	-	-	1118	-	-
Mov Cap-2 Maneuver	299	325	-	361	412	-	-	-	-	-	-	-
Stage 1	631	639	-	675	646	-	-	-	-	-	-	-
Stage 2	558	566	-	681	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.9	1.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	460	477	1118	-	-
HCM Lane V/C Ratio	0.043	-	-	0.148	0.042	0.003	-	-
HCM Control Delay (s)	8	0	-	14.2	12.9	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	14	15	190	188	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1735	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1735	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	15	16	209	207	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	225	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	14	15	190	188	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	15	16	209	207	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	450	208	209	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	615	852	1374	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	607	852	1374	-	-	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1374	-	743	-	-
HCM Lane V/C Ratio	0.012	-	0.033	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	27	32	625	31	22	653
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	29	34	672	33	24	702
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	705	0	0	726
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	27	32	625	31	22	653
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	29	34	672	33	24	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1438	689	0	0	705	0
Stage 1	689	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	329	518	-	-	902	-
Stage 1	736	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	518	-	-	902	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	902	-
HCM Lane V/C Ratio	-	-	0.159	0.026	-
HCM Control Delay (s)	-	-	15.7	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	38	508	183	275	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1636	0	1853	1560	0	1860
Flt Permitted	0.970					0.625
Satd. Flow (perm)	1636	0	1853	1560	0	1185
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			195		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	63	40	540	195	293	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	540	195	0	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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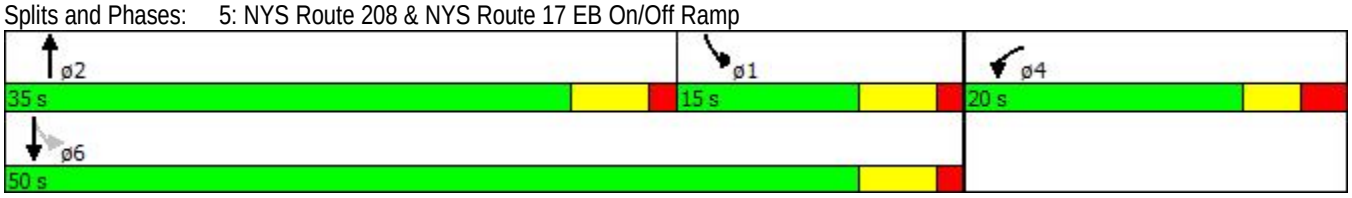
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.47		0.38	0.12		0.85
Control Delay	24.4		4.8	0.2		20.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.4		4.8	0.2		20.6
Queue Length 50th (ft)	23		63	0		177
Queue Length 95th (ft)	62		135	0		#511
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1411	1560		902
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.26		0.38	0.13		0.85

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 63.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	59	38	508	183	275	442
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1896
Adj Flow Rate, veh/h	63	0	540	0	293	470
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	79	0	939	790	104	106
Arrive On Green	0.05	0.00	0.51	0.00	0.79	0.76
Sat Flow, veh/h	1669	0	1853	1560	24	139
Grp Volume(v), veh/h	64	0	540	0	763	0
Grp Sat Flow(s),veh/h/ln	1696	0	1853	1560	163	0
Q Serve(g_s), s	2.2	0.0	11.8	0.0	12.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	11.8	0.0	12.0	0.0
Prop In Lane	0.98	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	80	0	939	790	0	0
V/C Ratio(X)	0.80	0.00	0.58	0.00	0.00	0.00
Avail Cap(c_a), veh/h	422	0	939	790	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	10.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.0	2.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	12.6	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	64		540			763
Approach Delay, s/veh	34.2		12.6			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		8.2		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		4.2		14.0		
Green Ext Time (p_c), s		0.0		0.1		0.7		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	3	13	156	2	226	8	346	192	73	548	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932				0.850			0.850			
Flt Protected		0.981			0.953			0.999			0.994	
Satd. Flow (prot)	0	1611	0	0	1776	1631	0	1890	1607	0	1715	0
Flt Permitted		0.841			0.710			0.987			0.918	
Satd. Flow (perm)	0	1381	0	0	1323	1631	0	1867	1607	0	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				231			196			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	10	3	13	159	2	231	8	353	196	74	559	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	161	231	0	361	196	0	634	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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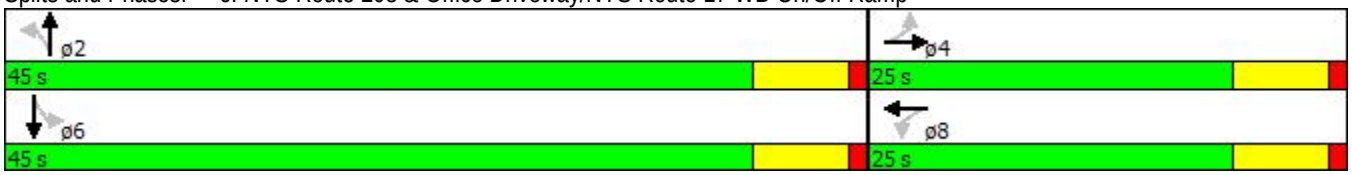
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.10			0.64	0.14		0.28	0.12		0.59	
Control Delay		14.8			35.6	0.2		7.0	0.2		11.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.8			35.6	0.2		7.0	0.2		11.3	
Queue Length 50th (ft)		4			57	0		56	0		133	
Queue Length 95th (ft)		21			111	0		126	0		306	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		421			395	1631		1275	1607		1082	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.06			0.41	0.14		0.28	0.12		0.59	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.8
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	3	13	156	2	226	8	346	192	73	548	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1762	1900	1919	1864	1919	1928	1892	1891	1872	1849	1872
Adj Flow Rate, veh/h	10	3	13	159	2	0	8	353	0	74	559	1
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	143	50	109	314	2	224	70	1232	1060	158	1055	2
Arrive On Green	0.17	0.14	0.14	0.17	0.14	0.00	0.69	0.66	0.00	0.69	0.66	0.66
Sat Flow, veh/h	431	364	794	1410	18	1631	11	1867	1607	136	1599	3
Grp Volume(v), veh/h	26	0	0	161	0	0	361	0	0	634	0	0
Grp Sat Flow(s),veh/h/ln	1589	0	0	1427	0	1631	1878	0	1607	1737	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	6.1	0.0	0.0	4.7	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.38		0.50	0.99		1.00	0.02		1.00	0.12		0.00
Lane Grp Cap(c), veh/h	356	0	0	365	0	224	1365	0	1060	1273	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.44	0.00	0.00	0.26	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	624	0	0	623	0	524	1365	0	1060	1273	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	23.6	0.0	0.0	4.2	0.0	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	5.0	0.0	0.0
LnGrp Delay(d),s/veh	22.1	0.0	0.0	23.9	0.0	0.0	4.7	0.0	0.0	6.5	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		26			161			361			634	
Approach Delay, s/veh		22.1			23.9			4.7			6.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		14.1		45.0		14.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		2.8		0.0		8.1
Green Ext Time (p_c), s		0.0		0.4		0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	30	627	609	10	8	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.879	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1864	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1864	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	30	633	615	10	8	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	625	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	30	627	609	10	8	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	30	633	615	10	8	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1314	620
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	966	-	-	-	152	475
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	966	-	-	-	145	475
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	440	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	966	-	381	-	-
HCM Lane V/C Ratio	0.031	-	0.196	-	-
HCM Control Delay (s)	8.8	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	17	18	617	602	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	17	18	623	608	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	641	617	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	17	18	617	602	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	17	18	623	608	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1273	613	617	0	-	0
Stage 1	613	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	187	496	973	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	496	973	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	973	-	342	-	-
HCM Lane V/C Ratio	0.019	-	0.068	-	-
HCM Control Delay (s)	8.8	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	83	12	8	574	610	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.986	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1661	0	0	1808	1827	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1661	0	0	1808	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	85	12	8	586	622	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	594	695	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	83	12	8	574	610	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	85	12	8	586	622	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1261	659	696	0	-	0
Stage 1	659	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	164	421	909	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	421	909	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	909	-	176	-	-
HCM Lane V/C Ratio	0.009	-	0.551	-	-
HCM Control Delay (s)	9	0	48	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	2.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	651	676	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	715	743	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	722	747	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	651	676	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	715	743	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	745	747	0	-	0
Stage 1	745	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	130	409	870	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	409	870	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	205	-	-
HCM Lane V/C Ratio	0.008	-	0.059	-	-
HCM Control Delay (s)	9.2	0	23.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	12	17	62	10	23	28	538	57	19	532	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954				0.850		0.988			0.995	
Flt Protected		0.979			0.958			0.998			0.998	
Satd. Flow (prot)	0	1891	0	0	2052	1751	0	1783	0	0	1813	0
Flt Permitted		0.979			0.958			0.964			0.974	
Satd. Flow (perm)	0	1891	0	0	2052	1751	0	1722	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	23	12	18	65	10	24	29	560	59	20	554	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	75	24	0	648	0	0	594	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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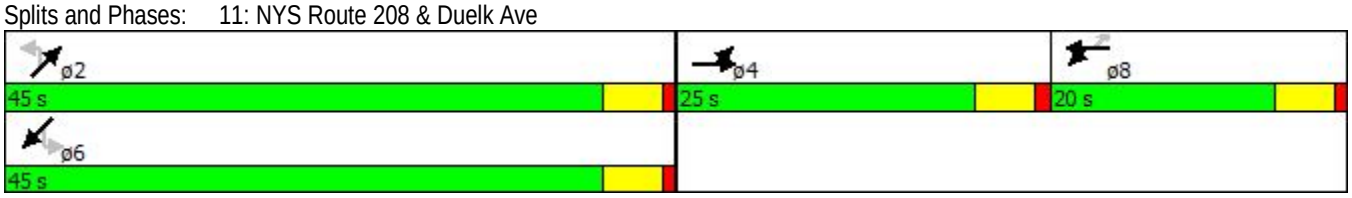
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.28			0.31	0.08		0.55			0.49	
Control Delay		25.8			31.2	0.6		11.2			10.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		25.8			31.2	0.6		11.2			10.2	
Queue Length 50th (ft)		14			30	0		161			139	
Queue Length 95th (ft)		46			68	0		317			271	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			471	468		1173			1203	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.09			0.16	0.05		0.55			0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 65.9	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	12	17	62	10	23	28	538	57	19	532	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1915	1881	1948	2025	1947	1910	1870	1910	1910	1889	1910
Adj Flow Rate, veh/h	23	12	18	65	10	24	29	560	59	20	554	20
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	37	19	29	111	17	109	85	1028	105	76	1133	40
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	768	401	601	1682	259	1655	37	1595	164	25	1758	62
Grp Volume(v), veh/h	53	0	0	75	0	24	648	0	0	594	0	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1941	0	1655	1796	0	0	1845	0	0
Q Serve(g_s), s	1.8	0.0	0.0	2.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	2.3	0.0	0.9	12.0	0.0	0.0	10.2	0.0	0.0
Prop In Lane	0.43		0.34	0.87		1.00	0.04		0.09	0.03		0.03
Lane Grp Cap(c), veh/h	85	0	0	128	0	109	1217	0	0	1249	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.59	0.00	0.22	0.53	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	570	0	0	469	0	400	1217	0	0	1249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.2	0.0	27.5	6.1	0.0	0.0	5.7	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	4.2	0.0	1.0	1.7	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	0.0	0.4	6.5	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	31.7	0.0	0.0	32.4	0.0	28.5	7.7	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	C			C		C	A			A		
Approach Vol, veh/h		53			99			648			594	
Approach Delay, s/veh		31.7			31.4			7.7			7.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.0		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		3.8		0.0		4.3
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	30	33	550	540	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1724	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1724	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	10	31	34	561	551	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	595	561	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	30	33	550	540	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	10	31	34	561	551	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1185	556	561	0	-	0
Stage 1	556	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	185	518	1020	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	518	1020	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.7	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1020	-	349	-	-
HCM Lane V/C Ratio	0.033	-	0.117	-	-
HCM Control Delay (s)	8.7	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	1	548	12	1	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1702	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1702	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	11	1	559	12	1	550
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	571	0	0	551
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	11	1	548	12	1	539
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	11	1	559	12	1	550

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1117	565	0	0	571	0
Stage 1	565	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	279	554	-	-	1012	-
Stage 1	629	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	279	554	-	-	1012	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	291	1012	-
HCM Lane V/C Ratio	-	-	0.042	0.001	-
HCM Control Delay (s)	-	-	17.9	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	545	538	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	580	572	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	584	575	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	545	538	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	580	572	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1162	574	576	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	191	506	1007	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	506	1007	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1007	-	276	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	8.6	0	18.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	19	537	10	17	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1669	0	1813	0	0	1815
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1669	0	1813	0	0	1815
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	20	571	11	18	564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	582	0	0	582
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	11	19	537	10	17	530
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	20	571	11	18	564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1177	577	0	0	582	0
Stage 1	577	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	243	537	-	-	1002	-
Stage 1	603	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	237	537	-	-	1002	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	367	1002	-
HCM Lane V/C Ratio	-	-	0.087	0.018	-
HCM Control Delay (s)	-	-	15.7	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	4	12	3	9	9	530	17	5	531	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.949			0.996			0.999	
Flt Protected		0.967			0.976			0.999				
Satd. Flow (prot)	0	1680	0	0	1718	0	0	1873	0	0	1861	0
Flt Permitted		0.967			0.976			0.999				
Satd. Flow (perm)	0	1680	0	0	1718	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	11	1	4	13	3	9	9	552	18	5	553	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	24	0	0	579	0	0	562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	4	12	3	9	9	530	17	5	531	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	11	1	4	12	3	9	9	552	18	5	553	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1152	1155	555	1148	1148	561	557	0	0	570	0	0
Stage 1	566	566	-	580	580	-	-	-	-	-	-	-
Stage 2	586	589	-	568	568	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	180	212	543	207	243	556	1024	-	-	1013	-	-
Stage 1	513	527	-	539	554	-	-	-	-	-	-	-
Stage 2	500	515	-	547	560	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	208	543	202	238	556	1024	-	-	1013	-	-
Mov Cap-2 Maneuver	173	208	-	202	238	-	-	-	-	-	-	-
Stage 1	506	523	-	532	547	-	-	-	-	-	-	-
Stage 2	482	508	-	538	556	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	23.5	19.6	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1024	-	-	272	211	1013	-	-
HCM Lane V/C Ratio	0.009	-	-	0.092	0.079	0.005	-	-
HCM Control Delay (s)	8.5	0	-	19.6	23.5	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	548	2	2	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	571	2	2	560
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	573	0	0	562
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	548	2	2	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	571	2	2	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1137	572	0	0	573	0
Stage 1	572	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	272	549	-	-	1010	-
Stage 1	625	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	271	549	-	-	1010	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	363	1010	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	15	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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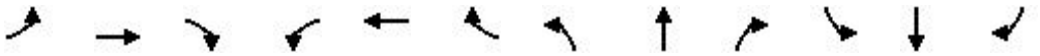

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	1	2	16	2	16	17	526	15	13	468	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.996			0.986	
Flt Protected		0.958			0.977			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1921	0	0	1818	0	0	1785	0
Flt Permitted		0.958			0.977			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1921	0	0	1818	0	0	1785	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	23	1	2	17	2	17	18	554	16	14	493	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	36	0	0	588	0	0	566	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	22	1	2	16	2	16	17	526	15	13	468	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	23	1	2	17	2	17	18	554	16	14	493	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1154	522	1148	1176	562	552	0	0	569	0	0
Stage 1	549	549	-	597	597	-	-	-	-	-	-	-
Stage 2	607	605	-	551	579	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	186	551	189	206	539	1028	-	-	1013	-	-
Stage 1	508	504	-	510	511	-	-	-	-	-	-	-
Stage 2	471	474	-	539	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	178	551	181	197	539	1028	-	-	1013	-	-
Mov Cap-2 Maneuver	152	178	-	181	197	-	-	-	-	-	-	-
Stage 1	495	494	-	497	498	-	-	-	-	-	-	-
Stage 2	443	462	-	525	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.5	20.7	0.3	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	162	265	1013	-	-
HCM Lane V/C Ratio	0.017	-	-	0.162	0.135	0.014	-	-
HCM Control Delay (s)	8.6	0	-	31.5	20.7	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	580	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	592	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	592	2	2	633
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	580	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	592	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1229	592	0	0	592	0
Stage 1	592	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	261	545	-	-	994	-
Stage 1	635	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	545	-	-	994	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	352	994	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	15.3	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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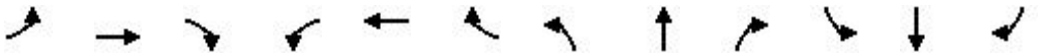

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	177	20	9	180	0	10	0	9	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986						0.939				
Flt Protected					0.998			0.973			0.950	
Satd. Flow (prot)	0	1797	0	0	1782	0	0	1753	0	0	1796	0
Flt Permitted					0.998			0.973			0.950	
Satd. Flow (perm)	0	1797	0	0	1782	0	0	1753	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	186	21	9	189	0	11	0	9	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	198	0	0	20	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	177	20	9	180	0	10	0	9	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	186	21	9	189	0	11	0	9	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	207	0	0	407	407	197	412	417	189
Stage 1	-	-	-	-	-	-	199	199	-	208	208	-
Stage 2	-	-	-	-	-	-	208	208	-	204	209	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1397	-	-	1376	-	-	584	561	859	541	518	854
Stage 1	-	-	-	-	-	-	826	757	-	789	725	-
Stage 2	-	-	-	-	-	-	817	751	-	794	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1376	-	-	580	557	859	532	514	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	557	-	532	514	-
Stage 1	-	-	-	-	-	-	825	756	-	788	720	-
Stage 2	-	-	-	-	-	-	811	746	-	784	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.4	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	685	1397	-	-	1376	-	-	532
HCM Lane V/C Ratio	0.029	0.001	-	-	0.007	-	-	0.004
HCM Control Delay (s)	10.4	7.6	0	-	7.6	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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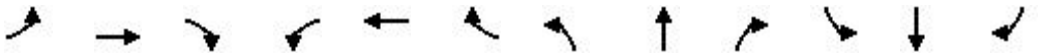

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	273	29	245	263	150	29	83	225	173	78	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.985				0.850		0.890			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1767	0	1668	1818	1599	1727	1555	0	1728	1809	0
Flt Permitted	0.579			0.231			0.677			0.212		
Satd. Flow (perm)	963	1767	0	402	1818	1525	1203	1555	0	386	1809	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				169					19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	25	307	33	275	296	169	33	93	253	194	88	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	340	0	275	296	169	33	346	0	194	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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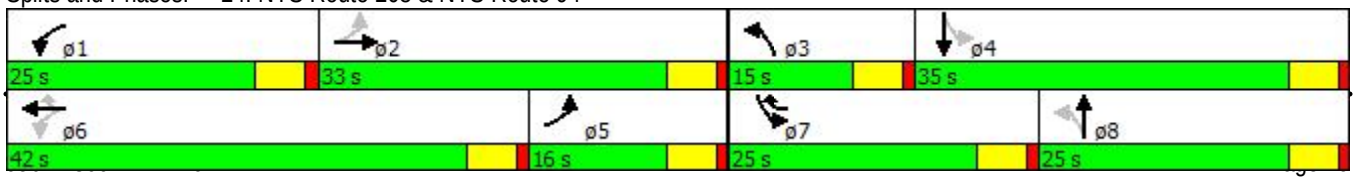
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	16.0	33.0		25.0	42.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	14.8%	30.6%		23.1%	38.9%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	11.0	28.0		20.0	37.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.82		0.82	0.47	0.20	0.09	0.98		0.51	0.18	
Control Delay	30.3	50.8		47.5	30.0	2.0	19.6	82.0		23.1	21.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.3	50.8		47.5	30.0	2.0	19.6	82.0		23.1	21.1	
Queue Length 50th (ft)	11	177		98	106	0	10	196		67	42	
Queue Length 95th (ft)	34	314		#281	267	16	32	#464		138	99	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	327	567		428	779	966	471	354		476	698	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.60		0.64	0.38	0.17	0.07	0.98		0.41	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 90.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	273	29	245	263	150	29	83	225	173	78	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.76		0.98	0.72		0.97	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1881	1881	1871	1881	1881	1919	1919
Adj Flow Rate, veh/h	25	307	33	275	296	169	33	93	253	194	88	37
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	454	350	38	404	375	481	420	103	281	311	412	173
Arrive On Green	0.21	0.24	0.24	0.18	0.20	0.20	0.02	0.24	0.24	0.11	0.32	0.32
Sat Flow, veh/h	1720	1486	160	1792	1881	1559	1791	438	1192	1792	1277	537
Grp Volume(v), veh/h	25	0	340	275	296	169	33	0	346	194	0	125
Grp Sat Flow(s),veh/h/ln	1720	0	1645	1792	1881	1559	1791	0	1630	1792	0	1814
Q Serve(g_s), s	0.0	0.0	16.2	12.2	12.2	2.9	1.1	0.0	16.8	6.3	0.0	4.1
Cycle Q Clear(g_c), s	0.0	0.0	16.2	12.2	12.2	2.9	1.1	0.0	16.8	6.3	0.0	4.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.73	1.00		0.30
Lane Grp Cap(c), veh/h	454	0	388	404	375	481	420	0	385	311	0	585
V/C Ratio(X)	0.06	0.00	0.88	0.68	0.79	0.35	0.08	0.00	0.90	0.62	0.00	0.21
Avail Cap(c_a), veh/h	454	0	565	528	853	878	603	0	400	559	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	30.0	32.6	31.0	7.5	23.0	0.0	30.2	20.9	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.0	7.8	1.1	1.4	0.2	0.0	0.0	21.4	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	8.2	6.1	6.5	1.6	0.6	0.0	9.8	3.1	0.0	2.1
LnGrp Delay(d),s/veh	25.3	0.0	37.8	33.7	32.5	7.6	23.0	0.0	51.6	21.7	0.0	20.2
LnGrp LOS	C		D	C	C	A	C		D	C		C
Approach Vol, veh/h		365			740			379			319	
Approach Delay, s/veh		36.9			27.3			49.1			21.1	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	24.2	6.7	31.3	22.4	21.2	13.7	24.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	11.0	37.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	14.2	18.2	3.1	6.1	2.0	14.2	8.3	18.8
Green Ext Time (p_c), s	0.3	0.8	0.0	1.7	0.8	1.6	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	11	54	3	547	486	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.991					
Satd. Flow (prot)	1885	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1885	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	12	57	3	576	512	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	0	579	512	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	54	3	547	486	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	12	57	3	576	512	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	512	512	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	225	558	1064	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	224	558	1064	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1064	-	446	-	-
HCM Lane V/C Ratio	0.003	-	0.153	-	-
HCM Control Delay (s)	8.4	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	38	508	183	275	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1636	0	1853	1560	0	1860
Flt Permitted	0.970					0.625
Satd. Flow (perm)	1636	0	1853	1560	0	1185
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			195		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	63	40	540	195	293	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	540	195	0	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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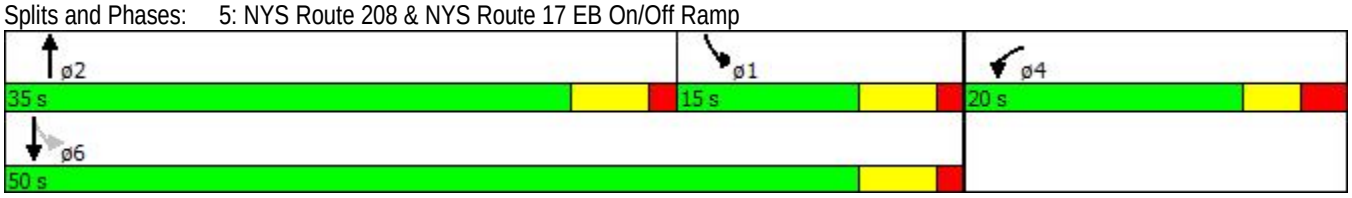
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.47		0.38	0.12		0.85
Control Delay	24.4		4.8	0.2		20.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.4		4.8	0.2		20.6
Queue Length 50th (ft)	23		63	0		177
Queue Length 95th (ft)	62		135	0		#511
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1411	1560		902
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.26		0.38	0.13		0.85

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 63.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	38	508	183	275	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1636		1853	1560		1860
Flt Permitted	0.97		1.00	1.00		0.63
Satd. Flow (perm)	1636		1853	1560		1186
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	40	540	195	293	470
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	67	0	540	195	0	763
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	6.3		47.5	64.8		47.5
Effective Green, g (s)	6.3		47.5	64.8		47.5
Actuated g/C Ratio	0.10		0.73	1.00		0.73
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	159		1358	1560		869
v/s Ratio Prot	c0.04		0.29			
v/s Ratio Perm				0.12		c0.64
v/c Ratio	0.42		0.40	0.12		0.88
Uniform Delay, d1	27.5		3.3	0.0		6.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	0.7		0.9	0.2		9.7
Delay (s)	28.2		4.1	0.2		16.2
Level of Service	C		A	A		B
Approach Delay (s)	28.2		3.1			16.2
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

EXISTING CONDITIONS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	28	478	151	334	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.978
Satd. Flow (prot)	1719	0	1872	1591	0	1866
Flt Permitted	0.969					0.623
Satd. Flow (perm)	1719	0	1872	1591	0	1189
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			157		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	53	29	498	157	348	439
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	498	157	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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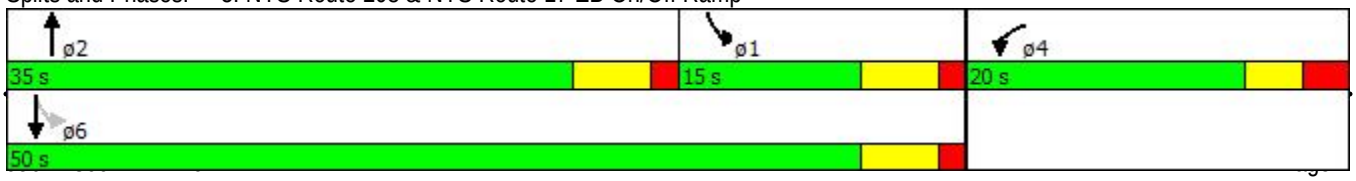
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	6.7		48.5	63.2		48.5
Actuated g/C Ratio	0.11		0.77	1.00		0.77
v/c Ratio	0.40		0.35	0.10		0.86
Control Delay	24.1		4.2	0.1		21.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.1		4.2	0.1		21.6
LOS	C		A	A		C
Approach Delay	24.1		3.2			21.6
Approach LOS	C		A			C
Queue Length 50th (ft)	19		54	0		185
Queue Length 95th (ft)	55		112	0		#519
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	417		1437	1591		913
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.20		0.35	0.10		0.86

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.2
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	28	478	151	334	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1719		1872	1591		1867
Flt Permitted	0.97		1.00	1.00		0.62
Satd. Flow (perm)	1719		1872	1591		1190
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	53	29	498	157	348	439
RTOR Reduction (vph)	26	0	0	0	0	0
Lane Group Flow (vph)	56	0	498	157	0	787
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	5.8		47.4	64.2		47.4
Effective Green, g (s)	5.8		47.4	64.2		47.4
Actuated g/C Ratio	0.09		0.74	1.00		0.74
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	155		1382	1591		878
v/s Ratio Prot	c0.03		0.27			
v/s Ratio Perm				0.10		c0.66
v/c Ratio	0.36		0.36	0.10		0.90
Uniform Delay, d1	27.5		3.0	0.0		6.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	0.5		0.7	0.1		11.4
Delay (s)	28.0		3.7	0.1		17.9
Level of Service	C		A	A		B
Approach Delay (s)	28.0		2.9			17.9
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	318	169	3	389	190	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1753	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1753	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	346	184	3	423	207	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	0	0	426	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	4.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	318	169	3	389	190	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	346	184	3	423	207	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	867	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1048	-	372	646
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1048	-	371	646
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	700	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	26.2
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1048	-	373
HCM Lane V/C Ratio	-	-	0.003	-	0.56
HCM Control Delay (s)	-	-	8.4	0	26.2
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0	-	3.3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	13	72	1	11	4	54	217	0	4	303	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.964						0.999	
Flt Protected		0.997			0.997			0.990			0.999	
Satd. Flow (prot)	0	1681	0	0	1809	0	0	1786	0	0	1852	0
Flt Permitted		0.997			0.997			0.990			0.999	
Satd. Flow (perm)	0	1681	0	0	1809	0	0	1786	0	0	1852	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	15	85	1	13	5	64	255	0	5	316	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	19	0	0	319	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	13	72	1	11	4	54	217	0	4	303	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	15	85	1	13	5	64	255	0	5	316	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	717	708	317	758	709	255	318	0	0	255	0	0
Stage 1	326	326	-	382	382	-	-	-	-	-	-	-
Stage 2	391	382	-	376	327	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	334	348	722	402	440	817	1253	-	-	1322	-	-
Stage 1	678	640	-	717	685	-	-	-	-	-	-	-
Stage 2	624	603	-	721	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	308	325	722	325	412	817	1253	-	-	1322	-	-
Mov Cap-2 Maneuver	308	325	-	325	412	-	-	-	-	-	-	-
Stage 1	637	637	-	674	644	-	-	-	-	-	-	-
Stage 2	571	567	-	618	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	13.1	1.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	577	461	1322	-	-
HCM Lane V/C Ratio	0.051	-	-	0.184	0.041	0.004	-	-
HCM Control Delay (s)	8	0	-	12.6	13.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	16	13	159	176	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924				0.991	
Flt Protected	0.979			0.996		
Satd. Flow (prot)	1745	0	0	1838	1866	0
Flt Permitted	0.979			0.996		
Satd. Flow (perm)	1745	0	0	1838	1866	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	14	18	15	181	200	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	196	215	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	12	16	13	159	176	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	14	18	15	181	200	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	417	207	215	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	639	853	1367	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	853	1367	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1367	-	741	-	-
HCM Lane V/C Ratio	0.011	-	0.043	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	67	44	535	76	38	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.983			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1750	0	1861	0	0	1899
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1750	0	1861	0	0	1899
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	70	46	557	79	40	682
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	636	0	0	722
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	67	44	535	76	38	655
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	70	46	557	79	40	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1358	597	0	0	636	0
Stage 1	597	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	349	598	-	-	933	-
Stage 1	766	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	598	-	-	933	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	933	-
HCM Lane V/C Ratio	-	-	0.291	0.042	-
HCM Control Delay (s)	-	-	17.8	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	28	478	151	334	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.978
Satd. Flow (prot)	1719	0	1872	1591	0	1866
Flt Permitted	0.969					0.623
Satd. Flow (perm)	1719	0	1872	1591	0	1189
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			157		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	53	29	498	157	348	439
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	498	157	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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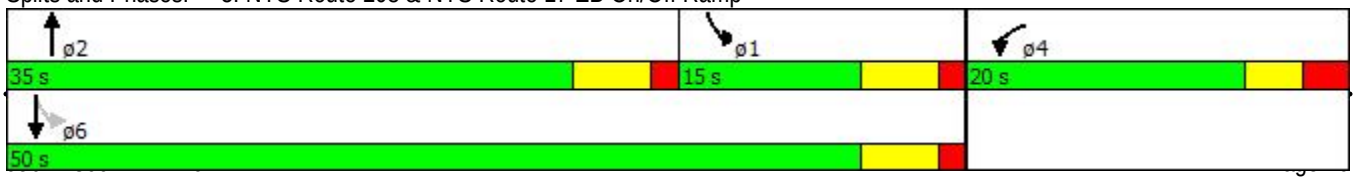
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	6.7		48.5	63.2		48.5
Actuated g/C Ratio	0.11		0.77	1.00		0.77
v/c Ratio	0.40		0.35	0.10		0.86
Control Delay	24.1		4.2	0.1		21.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.1		4.2	0.1		21.6
LOS	C		A	A		C
Approach Delay	24.1		3.2			21.6
Approach LOS	C		A			C
Queue Length 50th (ft)	19		54	0		185
Queue Length 95th (ft)	55		112	0		#519
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	417		1437	1591		913
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.20		0.35	0.10		0.86

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.2
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	51	28	478	151	334	421
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1908
Adj Flow Rate, veh/h	53	0	498	0	348	439
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	67	0	957	813	111	74
Arrive On Green	0.04	0.00	0.51	0.00	0.80	0.77
Sat Flow, veh/h	1743	0	1872	1591	28	95
Grp Volume(v), veh/h	54	0	498	0	787	0
Grp Sat Flow(s),veh/h/ln	1776	0	1872	1591	123	0
Q Serve(g_s), s	1.7	0.0	10.2	0.0	13.4	0.0
Cycle Q Clear(g_c), s	1.7	0.0	10.2	0.0	13.4	0.0
Prop In Lane	0.98	0.00		1.00	0.44	
Lane Grp Cap(c), veh/h	68	0	957	813	0	0
V/C Ratio(X)	0.80	0.00	0.52	0.00	0.00	0.00
Avail Cap(c_a), veh/h	446	0	957	813	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	9.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.6	0.0	2.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	35.2	0.0	11.4	0.0	0.0	0.0
LnGrp LOS	D		B			
Approach Vol, veh/h	54		498			787
Approach Delay, s/veh	35.2		11.4			0.0
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		7.7		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		3.7		15.4		
Green Ext Time (p_c), s		0.0		0.1		0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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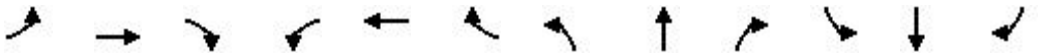

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	5	185	0	196	8	298	200	102	565	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916				0.850			0.850		0.999	
Flt Protected		0.982			0.950			0.999			0.992	
Satd. Flow (prot)	0	1709	0	0	1823	1631	0	1908	1591	0	1717	0
Flt Permitted		0.878			0.752			0.984			0.892	
Satd. Flow (perm)	0	1528	0	0	1443	1631	0	1879	1591	0	1544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47				206			211		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	3	0	5	195	0	206	8	314	211	107	595	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	195	206	0	322	211	0	707	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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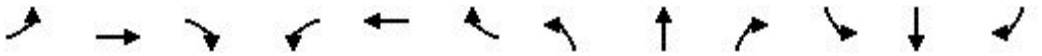

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		12.8			12.8	64.0		39.1	64.0		39.1	
Actuated g/C Ratio		0.20			0.20	1.00		0.61	1.00		0.61	
v/c Ratio		0.02			0.67	0.13		0.28	0.13		0.75	
Control Delay		0.1			35.6	0.2		7.4	0.2		17.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		0.1			35.6	0.2		7.4	0.2		17.1	
LOS		A			D	A		A	A		B	
Approach Delay		0.1			17.4			4.6			17.1	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)		0			71	0		51	0		171	
Queue Length 95th (ft)		0			131	0		112	0		#450	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		488			430	1631		1148	1591		944	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.02			0.45	0.13		0.28	0.13		0.75	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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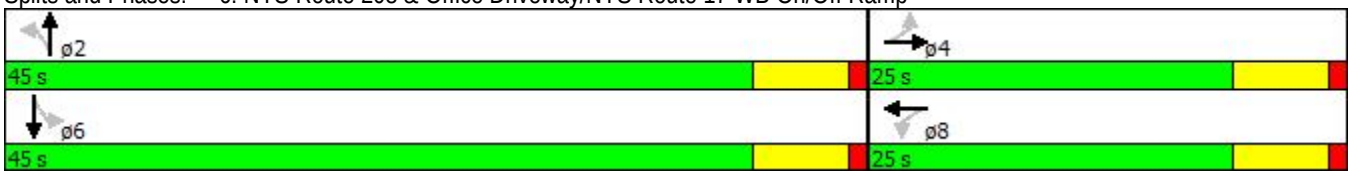
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	5	185	0	196	8	298	200	102	565	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1910	1872	1872	1856	1872
Adj Flow Rate, veh/h	3	0	5	195	0	0	8	314	0	107	595	5
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	156	27	170	350	0	259	69	1210	1024	194	964	8
Arrive On Green	0.19	0.00	0.16	0.19	0.00	0.00	0.68	0.64	0.00	0.68	0.64	0.64
Sat Flow, veh/h	470	172	1070	1456	0	1631	13	1881	1591	195	1499	12
Grp Volume(v), veh/h	8	0	0	195	0	0	322	0	0	707	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	0	1456	0	1631	1893	0	1591	1706	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.6	0.0	0.0	4.3	0.0	0.0	13.5	0.0	0.0
Prop In Lane	0.37		0.62	1.00		1.00	0.02		1.00	0.15		0.01
Lane Grp Cap(c), veh/h	410	0	0	398	0	259	1342	0	1024	1222	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.49	0.00	0.00	0.24	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	649	0	0	622	0	511	1342	0	1024	1222	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	23.6	0.0	0.0	4.6	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.0	0.0	0.0	2.2	0.0	0.0	6.6	0.0	0.0
LnGrp Delay(d),s/veh	21.2	0.0	0.0	24.0	0.0	0.0	5.0	0.0	0.0	8.1	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		8			195			322			707	
Approach Delay, s/veh		21.2			24.0			5.0			8.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.6		45.0		15.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		2.2		0.0		9.6
Green Ext Time (p_c), s		0.0		0.5		0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	56	523	643	30	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.920	
Flt Protected		0.995			0.980	
Satd. Flow (prot)	0	1740	1737	0	1922	0
Flt Permitted		0.995			0.980	
Satd. Flow (perm)	0	1740	1737	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	58	539	663	31	36	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	597	694	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	56	523	643	30	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	58	539	663	31	36	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	694	0	-	0	1333	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	655	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	911	-	-	-	148	439
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	911	-	-	-	135	439
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	440	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	30.3
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	911	-	228	-	-
HCM Lane V/C Ratio	0.063	-	0.384	-	-
HCM Control Delay (s)	9.2	0	30.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	20	12	546	653	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.998	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1915	0	0	1862	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	21	13	569	680	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	581	690	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	20	12	546	653	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	21	12	569	680	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1279	685	691	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	185	452	913	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	181	452	913	-	-	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	913	-	317	-	-
HCM Lane V/C Ratio	0.014	-	0.092	-	-
HCM Control Delay (s)	9	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	131	13	5	488	677	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1702	0	0	1810	1857	0
Flt Permitted	0.956					
Satd. Flow (perm)	1702	0	0	1810	1857	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	142	14	5	530	736	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	156	0	0	535	790	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	131	13	5	488	677	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	142	14	5	530	736	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1304	763	790	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	154	391	839	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	391	839	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	118.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	839	-	162	-	-
HCM Lane V/C Ratio	0.006	-	0.966	-	-
HCM Control Delay (s)	9.3	0	118.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	7.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	10	609	719	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1826	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1826	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	10	634	749	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	644	752	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	10	609	719	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	10	634	749	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1406	751	752	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	405	867	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	140	405	867	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	867	-	294	-	-
HCM Lane V/C Ratio	0.012	-	0.035	-	-
HCM Control Delay (s)	9.2	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	28	15	39	63	9	25	38	456	60	15	561	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.985			0.992	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1794	0	0	1829	0
Flt Permitted		0.983			0.958			0.935			0.984	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1683	0	0	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41				85		9			5	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	29	16	41	66	9	26	40	475	62	16	584	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	0	75	26	0	577	0	0	640	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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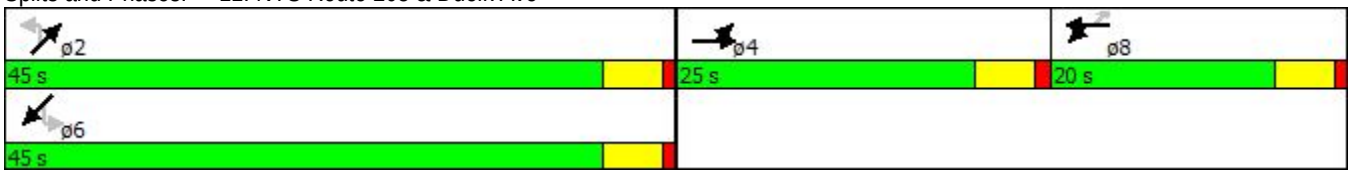
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.40			0.32	0.09		0.52			0.54	
Control Delay		24.1			32.5	0.6		11.6			11.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.1			32.5	0.6		11.6			11.9	
LOS		C			C	A		B			B	
Approach Delay		24.1			24.3			11.6			11.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		18			30	0		137			157	
Queue Length 95th (ft)		59			69	0		278			311	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		580			444	467		1104			1180	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.15			0.17	0.06		0.52			0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	28	15	39	63	9	25	38	456	60	15	561	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1990	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	29	16	41	66	9	26	40	475	62	16	584	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	38	21	53	110	15	113	102	960	120	69	1099	74
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	591	326	835	1678	229	1722	65	1515	190	17	1735	117
Grp Volume(v), veh/h	86	0	0	75	0	26	577	0	0	640	0	0
Grp Sat Flow(s),veh/h/ln	1752	0	0	1906	0	1722	1770	0	0	1869	0	0
Q Serve(g_s), s	3.1	0.0	0.0	2.4	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.4	0.0	0.9	10.5	0.0	0.0	11.9	0.0	0.0
Prop In Lane	0.34		0.48	0.88		1.00	0.07		0.11	0.02		0.06
Lane Grp Cap(c), veh/h	112	0	0	125	0	113	1182	0	0	1242	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.60	0.00	0.23	0.49	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	555	0	0	453	0	409	1182	0	0	1242	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.7	0.0	28.0	6.2	0.0	0.0	6.4	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.0	0.0	4.5	0.0	1.0	1.4	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.4	0.0	0.5	5.8	0.0	0.0	6.6	0.0	0.0
LnGrp Delay(d),s/veh	33.3	0.0	0.0	33.2	0.0	29.0	7.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	A			A		
Approach Vol, veh/h		86			101			577			640	
Approach Delay, s/veh		33.3			32.1			7.6			8.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	9	30	25	484	584	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1723	0	0	1816	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1723	0	0	1816	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	10	32	27	520	628	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	547	634	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	9	30	25	484	584	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	10	32	27	520	628	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1205	631	634	0	-	0
Stage 1	631	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	179	468	959	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	468	959	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	959	-	335	-	-
HCM Lane V/C Ratio	0.028	-	0.125	-	-
HCM Control Delay (s)	8.9	0	17.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	9	6	479	14	5	581
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.996			
Flt Protected	0.970					
Satd. Flow (prot)	1657	0	1812	0	0	1827
Flt Permitted	0.970					
Satd. Flow (perm)	1657	0	1812	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	10	6	515	15	5	625
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	530	0	0	630
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	9	6	479	14	5	581
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	10	6	515	15	5	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1158	523	0	0	530	0
Stage 1	523	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	265	583	-	-	1048	-
Stage 1	653	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	263	583	-	-	1048	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	16.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	337	1048	-
HCM Lane V/C Ratio	-	-	0.048	0.005	-
HCM Control Delay (s)	-	-	16.2	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	483	585	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	503	609	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	505	611	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	483	585	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	503	609	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	610	611	0	-	0
Stage 1	610	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	204	482	978	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	482	978	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	978	-	286	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	8.7	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	16	21	478	6	17	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.998			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1833	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1833	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	17	22	498	6	18	595
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	504	0	0	613
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	16	21	478	6	17	571
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	17	22	498	6	18	595

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1131	501	0	0	504	0
Stage 1	501	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	257	590	-	-	1071	-
Stage 1	648	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	590	-	-	1071	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	372	1071	-
HCM Lane V/C Ratio	-	-	0.104	0.017	-
HCM Control Delay (s)	-	-	15.8	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	35	0	15	3	470	26	19	552	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.993			0.998	
Flt Protected		0.971			0.966						0.998	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1869	0	0	1892	0
Flt Permitted		0.971			0.966						0.998	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1869	0	0	1892	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	39	0	17	3	522	29	21	613	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	56	0	0	554	0	0	643	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	35	0	15	3	470	26	19	552	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	39	0	17	3	522	29	21	613	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1212	1218	618	1205	1207	537	622	0	0	551	0	0
Stage 1	660	660	-	543	543	-	-	-	-	-	-	-
Stage 2	552	558	-	662	664	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	172	195	501	198	226	573	969	-	-	1029	-	-
Stage 1	472	481	-	578	572	-	-	-	-	-	-	-
Stage 2	538	531	-	507	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	188	501	190	218	573	969	-	-	1029	-	-
Mov Cap-2 Maneuver	163	188	-	190	218	-	-	-	-	-	-	-
Stage 1	470	466	-	576	570	-	-	-	-	-	-	-
Stage 2	520	529	-	487	499	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	25.6	24.7	0.1	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	969	-	-	238	185	1029	-	-
HCM Lane V/C Ratio	0.003	-	-	0.233	0.054	0.021	-	-
HCM Control Delay (s)	8.7	0	-	24.7	25.6	8.6	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.2	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	488	2	2	577
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1870	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1870	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	514	2	2	607
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	516	0	0	609
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	488	2	2	577
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	514	2	2	607

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1127	515	0	0	516	0
Stage 1	515	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	275	588	-	-	1060	-
Stage 1	658	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	588	-	-	1060	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	374	1060	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	14.7	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	3	3	13	0	13	20	455	20	10	510	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.932			0.994			0.986	
Flt Protected		0.963			0.976			0.998			0.999	
Satd. Flow (prot)	0	1911	0	0	1911	0	0	1814	0	0	1800	0
Flt Permitted		0.963			0.976			0.998			0.999	
Satd. Flow (perm)	0	1911	0	0	1911	0	0	1814	0	0	1800	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	20	3	3	14	0	14	22	489	22	11	548	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	28	0	0	533	0	0	622	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	19	3	3	13	0	13	20	455	20	10	510	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	20	3	3	14	0	14	22	489	22	11	548	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1152	1156	580	1148	1176	500	612	0	0	511	0	0
Stage 1	602	602	-	543	543	-	-	-	-	-	-	-
Stage 2	550	554	-	605	633	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	186	510	189	206	583	977	-	-	1065	-	-
Stage 1	474	476	-	544	539	-	-	-	-	-	-	-
Stage 2	507	501	-	505	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	177	510	178	196	583	977	-	-	1065	-	-
Mov Cap-2 Maneuver	155	177	-	178	196	-	-	-	-	-	-	-
Stage 1	459	468	-	527	522	-	-	-	-	-	-	-
Stage 2	479	485	-	490	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.8	19.7	0.4	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	977	-	-	172	273	1065	-	-
HCM Lane V/C Ratio	0.022	-	-	0.156	0.102	0.01	-	-
HCM Control Delay (s)	8.8	0	-	29.8	19.7	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	491	6	2	688
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	506	6	2	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	506	6	2	709
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	491	6	2	688
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	506	6	2	709

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1219	506	0	0	506	0
Stage 1	506	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	248	603	-	-	1069	-
Stage 1	653	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	603	-	-	1069	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	1069	-
HCM Lane V/C Ratio	-	-	0.037	0.002	-
HCM Control Delay (s)	-	-	18.3	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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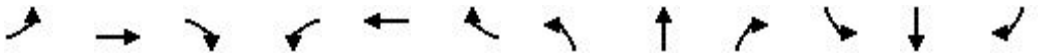

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	158	13	8	171	0	18	0	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990						0.942				
Flt Protected					0.998			0.972				
Satd. Flow (prot)	0	1820	0	0	1816	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.972				
Satd. Flow (perm)	0	1820	0	0	1816	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	182	15	9	197	0	21	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	206	0	0	37	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	158	13	8	171	0	18	0	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	182	15	9	197	0	21	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	197	0	0	404	404	189	412	412	197
Stage 1	-	-	-	-	-	-	189	189	-	215	215	-
Stage 2	-	-	-	-	-	-	215	215	-	197	197	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1388	-	-	1388	-	-	586	563	867	541	521	845
Stage 1	-	-	-	-	-	-	835	763	-	782	720	-
Stage 2	-	-	-	-	-	-	811	746	-	801	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1388	-	-	583	559	867	528	517	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	559	-	528	517	-
Stage 1	-	-	-	-	-	-	835	763	-	782	715	-
Stage 2	-	-	-	-	-	-	805	741	-	786	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	10.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	681	1388	-	-	1388	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-	0.007	-	-	-
HCM Control Delay (s)	10.6	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	336	18	244	295	274	23	73	164	163	88	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.992				0.850		0.896			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1782	0	1668	1818	1583	1661	1562	0	1762	1786	0
Flt Permitted	0.561			0.240			0.664			0.315		
Satd. Flow (perm)	932	1782	0	416	1818	1505	1132	1562	0	577	1786	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		2				308					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	37	378	20	274	331	308	26	82	184	183	99	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	398	0	274	331	308	26	266	0	183	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	26.2	25.4		31.8	31.8	45.8	24.7	20.2		39.3	35.4	
Actuated g/C Ratio	0.28	0.27		0.34	0.34	0.48	0.26	0.21		0.41	0.37	
v/c Ratio	0.11	0.83		0.81	0.54	0.34	0.08	0.80		0.44	0.21	
Control Delay	28.0	49.1		50.7	34.4	2.2	19.9	57.1		22.6	20.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.0	49.1		50.7	34.4	2.2	19.9	57.1		22.6	20.6	
LOS	C	D		D	C	A	B	E		C	C	
Approach Delay		47.3			28.4			53.8			21.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	17	226		154	190	0	9	157		72	47	
Queue Length 95th (ft)	43	#357		#316	#310	21	27	#325		127	110	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	404	588		338	620	1182	417	332		681	865	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.68		0.81	0.53	0.26	0.06	0.80		0.27	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 94.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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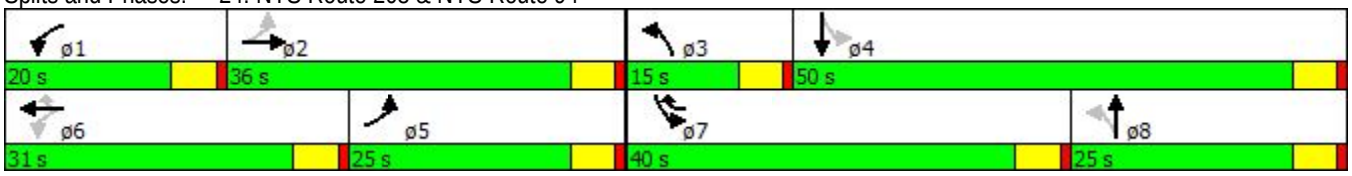
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	336	18	244	295	274	23	73	164	163	88	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.81		0.98	0.85		0.98	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1863	1881	1881	1881	1863	1809	1868	1881	1919	1906	1919
Adj Flow Rate, veh/h	37	378	20	274	331	308	26	82	184	183	99	47
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	474	424	22	400	411	507	356	102	228	337	354	168
Arrive On Green	0.22	0.27	0.27	0.17	0.22	0.22	0.02	0.20	0.20	0.11	0.29	0.29
Sat Flow, veh/h	1720	1577	83	1792	1881	1547	1723	504	1131	1828	1215	577
Grp Volume(v), veh/h	37	0	398	274	331	308	26	0	266	183	0	146
Grp Sat Flow(s),veh/h/ln	1720	0	1660	1792	1881	1547	1723	0	1635	1828	0	1792
Q Serve(g_s), s	0.0	0.0	18.5	11.8	13.4	5.3	1.0	0.0	12.4	5.9	0.0	5.0
Cycle Q Clear(g_c), s	0.0	0.0	18.5	11.8	13.4	5.3	1.0	0.0	12.4	5.9	0.0	5.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.69	1.00		0.32
Lane Grp Cap(c), veh/h	474	0	447	400	411	507	356	0	330	337	0	523
V/C Ratio(X)	0.08	0.00	0.89	0.68	0.80	0.61	0.07	0.00	0.81	0.54	0.00	0.28
Avail Cap(c_a), veh/h	519	0	643	425	611	670	542	0	408	941	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	28.1	31.7	29.7	7.6	24.8	0.0	30.5	21.3	0.0	21.9
Incr Delay (d2), s/veh	0.0	0.0	8.4	3.3	2.8	0.4	0.0	0.0	7.5	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	9.4	6.2	7.2	2.6	0.5	0.0	6.3	3.0	0.0	2.5
LnGrp Delay(d),s/veh	24.2	0.0	36.6	35.0	32.4	8.0	24.9	0.0	38.0	21.9	0.0	22.0
LnGrp LOS	C		D	C	C	A	C		D	C		C
Approach Vol, veh/h		435			913			292			329	
Approach Delay, s/veh		35.5			24.9			36.8			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	26.5	6.3	28.4	22.9	22.5	13.5	21.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	13.8	20.5	3.0	7.0	2.0	15.4	7.9	14.4
Green Ext Time (p_c), s	0.1	1.1	0.0	1.5	1.3	1.9	0.6	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	54	7	483	525	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	58	8	519	565	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	527	566	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	54	7	483	525	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	58	8	519	565	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1099	565	566	0	-	0
Stage 1	565	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	223	520	1016	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	520	1016	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1016	-	417	-	-
HCM Lane V/C Ratio	0.007	-	0.17	-	-
HCM Control Delay (s)	8.6	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977					0.974
Satd. Flow (prot)	1701	0	1818	1575	0	1814
Flt Permitted	0.977					0.462
Satd. Flow (perm)	1701	0	1818	1575	0	860
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	70			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	0	1157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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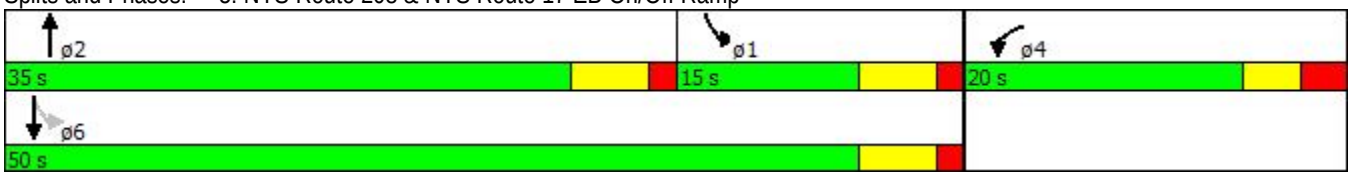
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.7	65.2		44.7
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.24		1.97
Control Delay	27.6		7.6	0.4		458.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.6	0.4		458.9
LOS	C		A	A		F
Approach Delay	27.6		4.9			458.9
Approach LOS	C		A			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.97			
Intersection Signal Delay: 226.7		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.97
Satd. Flow (prot)	1700		1818	1575		1815
Flt Permitted	0.98		1.00	1.00		0.46
Satd. Flow (perm)	1700		1818	1575		860
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	105	648	382	608	549
RTOR Reduction (vph)	60	0	0	0	0	0
Lane Group Flow (vph)	142	0	648	382	0	1157
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.5		44.6	65.1		44.6
Effective Green, g (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	248		1245	1575		589
v/s Ratio Prot	c0.08		0.36			
v/s Ratio Perm				0.24		c1.34
v/c Ratio	0.57		0.52	0.24		1.96
Uniform Delay, d1	25.9		5.0	0.0		10.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.0		1.6	0.4		440.1
Delay (s)	27.9		6.6	0.4		450.3
Level of Service	C		A	A		F
Approach Delay (s)	27.9		4.3			450.3
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	222.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.86		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	290	119	0	593	290	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	337	138	0	690	337	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	0	0	690	338	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	35.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	290	119	0	593	290	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	337	138	0	690	337	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	476	0	1096	406
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1071	-	~ 280	660
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1071	-	~ 280	660
Mov Cap-2 Maneuver	-	-	-	-	~ 280	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	552	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	158.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1071	-	281
HCM Lane V/C Ratio	-	-	-	-	1.204
HCM Control Delay (s)	-	-	0	-	158.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	15.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	5	17	258	15	27	532	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.976			0.993			0.997	
Flt Protected		0.998			0.981			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1717	0	0	1729	0	0	1789	0
Flt Permitted		0.998			0.981			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1717	0	0	1729	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	6	20	300	17	31	560	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	34	0	0	337	0	0	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	5	17	258	15	27	532	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	6	20	300	17	31	560	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	988	986	566	1024	982	309	572	0	0	317	0	0
Stage 1	629	629	-	348	348	-	-	-	-	-	-	-
Stage 2	359	357	-	676	634	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	211	232	510	280	323	756	986	-	-	1226	-	-
Stage 1	449	455	-	729	693	-	-	-	-	-	-	-
Stage 2	640	611	-	529	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	218	510	214	303	756	986	-	-	1226	-	-
Mov Cap-2 Maneuver	192	218	-	214	303	-	-	-	-	-	-	-
Stage 1	438	438	-	711	676	-	-	-	-	-	-	-
Stage 2	605	596	-	414	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	19.2	0.5	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	414	287	1226	-	-
HCM Lane V/C Ratio	0.02	-	-	0.239	0.117	0.026	-	-
HCM Control Delay (s)	8.7	0	-	16.4	19.2	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	30	2	117	261	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907				0.986	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1641	0	0	1772	1784	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1641	0	0	1772	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	37	2	143	318	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	145	356	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	30	2	117	261	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	37	2	143	318	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	485	337	356	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	581	718	1186	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	580	718	1186	-	-	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1186	-	667	-	-
HCM Lane V/C Ratio	0.002	-	0.08	-	-
HCM Control Delay (s)	8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	107	392	113	41	1097
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.970			
Flt Protected	0.968					0.998
Satd. Flow (prot)	1748	0	1798	0	0	1834
Flt Permitted	0.968					0.998
Satd. Flow (perm)	1748	0	1798	0	0	1834
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	115	422	122	44	1180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	544	0	0	1224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 115.9%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	27.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	107	392	113	41	1097
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	115	422	122	44	1180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1750	482	0	0	543	0
Stage 1	482	-	-	-	-	-
Stage 2	1268	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	249	668	-	-	1026	-
Stage 1	812	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 218	668	-	-	1026	-
Mov Cap-2 Maneuver	~ 218	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	167.8	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	1026	-
HCM Lane V/C Ratio	-	-	1.228	0.043	-
HCM Control Delay (s)	-	-	167.8	8.7	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	16.1	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977					0.974
Satd. Flow (prot)	1701	0	1818	1575	0	1814
Flt Permitted	0.977					0.462
Satd. Flow (perm)	1701	0	1818	1575	0	860
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	70			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	0	1157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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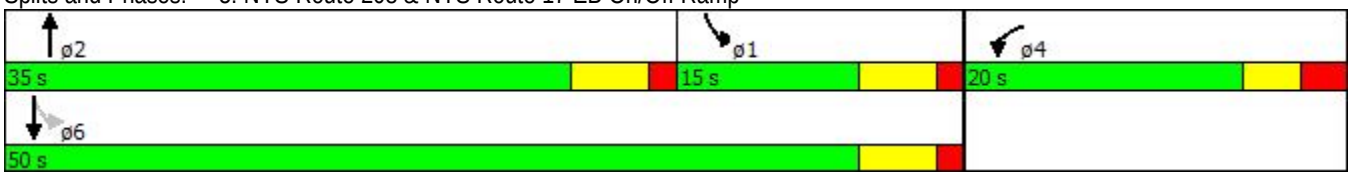
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.7	65.2		44.7
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.24		1.97
Control Delay	27.6		7.6	0.4		458.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.6	0.4		458.9
LOS	C		A	A		F
Approach Delay	27.6		4.9			458.9
Approach LOS	C		A			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.97			
Intersection Signal Delay: 226.7		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	98	603	355	565	511
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	97	0	648	0	608	549
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	116	22
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	32	29
Grp Volume(v), veh/h	98	0	648	0	1157	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	16.8	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	16.8	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.53	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.72	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	11.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		648			1157
Approach Delay, s/veh	30.7		17.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	144	60	265	358	153	903	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.991			0.993	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1844	1607	0	1667	0
Flt Permitted		0.832			0.730			0.706			0.874	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1314	1607	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				167			416		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	167	70	308	416	178	1050	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	167	0	378	416	0	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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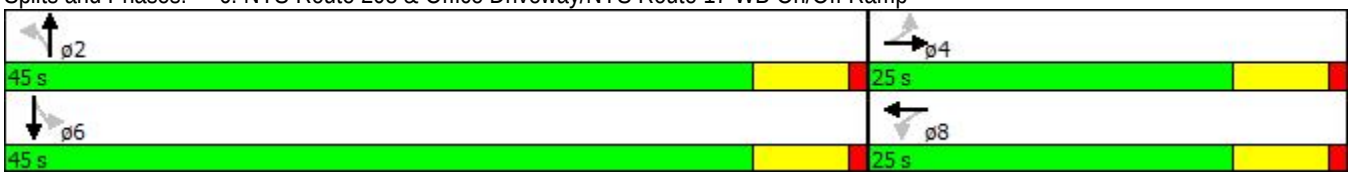
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		13.0			13.0	64.2		39.1	64.2		39.1	
Actuated g/C Ratio		0.20			0.20	1.00		0.61	1.00		0.61	
v/c Ratio		0.16			0.69	0.10		0.47	0.26		1.41	
Control Delay		14.0			36.8	0.1		10.3	0.4		211.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.3	0.4		211.3	
LOS		B			D	A		B	A		F	
Approach Delay		14.0			19.7			5.1			211.3	
Approach LOS		B			B			A			F	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.2
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.41
Intersection Signal Delay: 113.2 Intersection LOS: F
Intersection Capacity Utilization 105.9% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	144	60	265	358	153	903	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1861	1891	1872	1805	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	308	0	178	1050	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	169	685	1039	198	905	31
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	152	1060	1607	201	1399	48
Grp Volume(v), veh/h	50	0	0	191	0	0	378	0	0	1265	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1212	0	1607	1648	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.3	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.19		1.00	0.14		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	894	0	1039	1188	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.42	0.00	0.00	1.06	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	894	0	1039	1188	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.6	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0	45.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	33.7	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	56.9	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			378			1265	
Approach Delay, s/veh		21.9			24.0			6.1			56.9	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	402	1044	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1693	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1693	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	432	1123	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	471	1132	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	3.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	402	1044	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	432	1123	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1131	0	-	0	1637	1127
Stage 1	-	-	-	-	1127	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	618	-	-	-	92	234
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	618	-	-	-	84	234
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	523	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	46.6
HCM LOS			E

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	618	-	209	-	-
HCM Lane V/C Ratio	0.063	-	0.617	-	-
HCM Control Delay (s)	11.2	0	46.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	3.6	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	397	1016	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1877	0	0	1808	1773	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1877	0	0	1808	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	427	1092	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	441	1097	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	397	1016	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	427	1092	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1550	1095	1098	0	-	0
Stage 1	1095	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	125	260	636	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	260	636	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	636	-	199	-	-
HCM Lane V/C Ratio	0.022	-	0.265	-	-
HCM Control Delay (s)	10.8	0	29.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	434	1090	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1766	0
Flt Permitted	0.961			0.999		
Satd. Flow (perm)	1667	0	0	1756	1766	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	472	1185	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	477	1424	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	19.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	434	1090	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	472	1185	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1787	1304	1424	0	-	0
Stage 1	1304	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 73	182	478	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 72	182	478	-	-	-
Mov Cap-2 Maneuver	~ 72	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 335.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	478	-	82	-	-
HCM Lane V/C Ratio	0.011	-	1.418	-	-
HCM Control Delay (s)	12.6	0	$ 335.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	9.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	515	1309	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	554	1408	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	556	1409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	515	1309	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	554	1408	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1966	1408	1409	0	-	0
Stage 1	1408	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	164	484	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	164	484	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	484	-	164	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	12.5	0	27.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	367	21	18	889	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.993			0.993	
Flt Protected		0.986			0.960			0.997			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1745	0	0	1759	0
Flt Permitted		0.986			0.960			0.933			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1633	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		4			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	386	22	19	936	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	431	0	0	1006	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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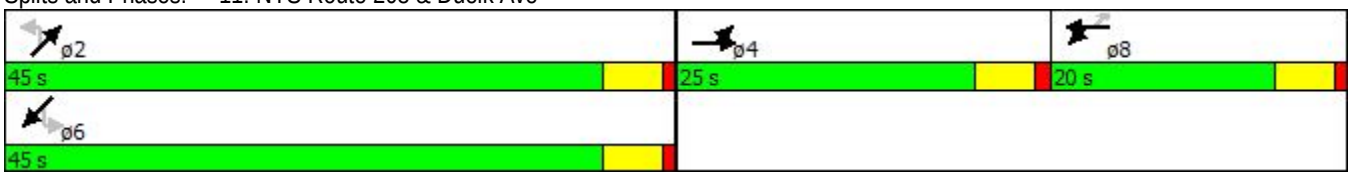
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.2			8.9	8.9		44.9			44.9	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.39			0.41	0.09		0.41			0.89	
Control Delay		20.2			33.5	0.7		10.4			28.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		10.4			28.1	
LOS		C			C	A		B			C	
Approach Delay		20.2			27.0			10.4			28.1	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	367	21	18	889	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1824	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	386	22	19	936	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	83	1008	56	66	1061	57
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	39	1616	89	14	1700	92
Grp Volume(v), veh/h	83	0	0	101	0	25	431	0	0	1006	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1743	0	0	1806	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	7.5	0.0	0.0	30.1	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1147	0	0	1184	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.38	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1147	0	0	1184	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	5.9	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	0.9	0.0	0.0	7.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	4.0	0.0	0.0	17.1	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	6.9	0.0	0.0	17.9	0.0	0.0
LnGrp LOS	C			C		C	A			B		
Approach Vol, veh/h		83			126			431			1006	
Approach Delay, s/veh		34.2			33.5			6.9			17.9	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	405	930	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1757	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1757	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	431	989	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	440	995	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	405	930	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	431	989	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1441	993	996	0	-	0
Stage 1	993	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	119	278	612	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	278	612	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.2	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	612	-	198	-	-
HCM Lane V/C Ratio	0.014	-	0.183	-	-
HCM Control Delay (s)	11	0	27.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	412	2	2	927
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	438	2	2	986
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	440	0	0	988
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	412	2	2	927
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	438	2	2	986

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1429	439	0	0	440	0
Stage 1	439	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	189	643	-	-	1125	-
Stage 1	701	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	643	-	-	1125	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	213	1125	-
HCM Lane V/C Ratio	-	-	0.06	0.002	-
HCM Control Delay (s)	-	-	23	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	414	928	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	436	977	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	436	979	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	414	928	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	436	977	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1414	978	979	0	-	0
Stage 1	978	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	290	713	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	290	713	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	713	-	290	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	17.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	409	5	7	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1761
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1759	0	0	1761
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	465	6	8	1043
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	471	0	0	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	409	5	7	918
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	465	6	8	1043

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1527	468	0	0	470	0
Stage 1	468	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	148	613	-	-	908	-
Stage 1	651	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	613	-	-	908	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	279	908	-
HCM Lane V/C Ratio	-	-	0.143	0.009	-
HCM Control Delay (s)	-	-	20	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	421	10	3	898	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	453	11	3	966	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	465	0	0	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	421	10	3	898	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	453	11	3	966	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1442	1440	967	1435	1435	458	969	0	0	463	0	0
Stage 1	974	974	-	460	460	-	-	-	-	-	-	-
Stage 2	468	466	-	975	975	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	120	144	318	142	171	601	434	-	-	1104	-	-
Stage 1	321	350	-	630	613	-	-	-	-	-	-	-
Stage 2	593	579	-	357	389	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	143	318	140	169	601	434	-	-	1104	-	-
Mov Cap-2 Maneuver	116	143	-	140	169	-	-	-	-	-	-	-
Stage 1	320	348	-	628	611	-	-	-	-	-	-	-
Stage 2	575	577	-	352	387	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	34.4	28.3	0	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	434	-	-	197	133	1104	-	-
HCM Lane V/C Ratio	0.002	-	-	0.218	0.081	0.003	-	-
HCM Control Delay (s)	13.3	0	-	28.3	34.4	8.3	0	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	442	2	2	902
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1816	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1816	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	480	2	2	980
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	482	0	0	982
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	442	2	2	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	480	2	2	980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1467	482	0	0	483	0
Stage 1	482	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	181	610	-	-	1085	-
Stage 1	675	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	610	-	-	1085	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	278	1085	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	18.2	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	397	17	5	790	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.986	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1738	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1738	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	422	18	5	840	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	480	0	0	939	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	397	17	5	790	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	422	18	5	840	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1412	1419	887	1418	1457	431	934	0	0	440	0	0
Stage 1	898	898	-	512	512	-	-	-	-	-	-	-
Stage 2	514	521	-	906	945	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	107	127	336	124	141	634	737	-	-	1125	-	-
Stage 1	319	342	-	562	554	-	-	-	-	-	-	-
Stage 2	530	518	-	349	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	99	117	336	110	130	634	737	-	-	1125	-	-
Mov Cap-2 Maneuver	99	117	-	110	130	-	-	-	-	-	-	-
Stage 1	296	339	-	522	514	-	-	-	-	-	-	-
Stage 2	489	481	-	328	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.6	28.9	0.9	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	159	157	1125	-	-
HCM Lane V/C Ratio	0.055	-	-	0.181	0.041	0.005	-	-
HCM Control Delay (s)	10.2	0	-	32.6	28.9	8.2	0	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	424	28	16	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	456	30	17	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	456	30	17	1177
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	424	28	16	1095
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	456	30	17	1177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1668	456	0	0	456	0
Stage 1	456	-	-	-	-	-
Stage 2	1212	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	139	598	-	-	1016	-
Stage 1	666	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	598	-	-	1016	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	1016	-
HCM Lane V/C Ratio	-	-	0.217	0.017	-
HCM Control Delay (s)	-	-	28.2	8.6	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	125	5	7	257	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	154	6	9	317	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	326	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	125	5	7	257	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	154	6	9	317	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	160	0	0	492	492	157	502	495	317
Stage 1	-	-	-	-	-	-	157	157	-	335	335	-
Stage 2	-	-	-	-	-	-	335	335	-	167	160	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1226	-	-	1401	-	-	509	500	888	462	459	710
Stage 1	-	-	-	-	-	-	853	776	-	660	625	-
Stage 2	-	-	-	-	-	-	698	661	-	820	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1226	-	-	1401	-	-	505	496	888	449	455	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	496	-	449	455	-
Stage 1	-	-	-	-	-	-	853	776	-	660	620	-
Stage 2	-	-	-	-	-	-	691	656	-	802	753	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11.9	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	1226	-	-	1401	-	-	550
HCM Lane V/C Ratio	0.105	-	-	-	0.006	-	-	0.004
HCM Control Delay (s)	11.9	0	-	-	7.6	0	-	11.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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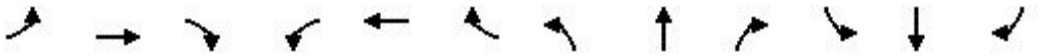

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	48	265	458	107	66	84	131	104	94	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.979				0.850		0.909			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1683	0	1604	1749	1538	1645	1527	0	1678	1607	0
Flt Permitted	0.481			0.237			0.524			0.377		
Satd. Flow (perm)	765	1683	0	397	1749	1462	889	1527	0	657	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	52	288	498	116	72	91	142	113	102	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	367	0	288	498	116	72	233	0	113	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.1	23.1		32.2	32.2	41.5	24.9	18.8		31.9	24.2	
Actuated g/C Ratio	0.27	0.27		0.37	0.37	0.48	0.29	0.22		0.37	0.28	
v/c Ratio	0.22	0.81		0.80	0.77	0.15	0.23	0.71		0.32	0.55	
Control Delay	28.3	44.3		42.6	35.5	3.2	21.4	46.5		22.0	27.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.3	44.3		42.6	35.5	3.2	21.4	46.5		22.0	27.3	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		42.0			33.6			40.5			25.7	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 86.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	48	265	458	107	66	84	131	104	94	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	52	288	498	116	72	91	142	113	102	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	330	364	60	400	573	603	263	124	193	308	143	236
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.20	0.20	0.08	0.23	0.23
Sat Flow, veh/h	1638	1346	222	1723	1810	1514	1706	621	970	1741	613	1010
Grp Volume(v), veh/h	61	0	367	288	498	116	72	0	233	113	0	270
Grp Sat Flow(s),veh/h/ln	1638	0	1568	1723	1810	1514	1706	0	1591	1741	0	1623
Q Serve(g_s), s	0.0	0.0	16.2	10.6	18.9	1.6	2.4	0.0	10.0	3.6	0.0	11.1
Cycle Q Clear(g_c), s	0.0	0.0	16.2	10.6	18.9	1.6	2.4	0.0	10.0	3.6	0.0	11.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.61	1.00		0.62
Lane Grp Cap(c), veh/h	330	0	424	400	573	603	263	0	317	308	0	379
V/C Ratio(X)	0.18	0.00	0.87	0.72	0.87	0.19	0.27	0.00	0.73	0.37	0.00	0.71
Avail Cap(c_a), veh/h	571	0	971	455	996	957	418	0	438	647	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	25.3	23.3	23.4	4.4	22.1	0.0	27.3	20.9	0.0	25.6
Incr Delay (d2), s/veh	0.1	0.0	2.1	3.7	1.6	0.1	0.2	0.0	2.2	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.3	5.4	9.7	0.9	1.1	0.0	4.6	1.7	0.0	5.0
LnGrp Delay(d),s/veh	27.4	0.0	27.4	27.0	25.1	4.4	22.3	0.0	29.4	21.2	0.0	26.6
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		428			902			305			383	
Approach Delay, s/veh		27.4			23.0			27.8			25.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	24.6	8.4	22.0	14.3	28.0	10.9	19.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	12.6	18.2	4.4	13.1	2.0	20.9	5.6	12.0
Green Ext Time (p_c), s	0.1	1.4	0.0	1.7	1.3	2.1	0.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	439	805	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994			0.999		
Satd. Flow (prot)	1858	0	0	1774	1757	0
Flt Permitted	0.994			0.999		
Satd. Flow (perm)	1858	0	0	1774	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	467	856	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	472	857	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	439	805	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	467	856	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1335	857	857	0	-	0
Stage 1	857	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	158	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	350	788	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	306	-	-
HCM Lane V/C Ratio	0.007	-	0.389	-	-
HCM Control Delay (s)	9.6	0	24.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1714	0	1853	1575	0	1857
Flt Permitted	0.972					0.406
Satd. Flow (perm)	1714	0	1853	1575	0	764
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	49			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	0	1152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.7		44.5	69.2		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.88		0.71	0.15		2.35
Control Delay	49.2		12.5	0.2		629.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	49.2		12.5	0.2		629.5
LOS	D		B	A		F
Approach Delay	49.2		9.8			629.5
Approach LOS	D		A			F
Queue Length 50th (ft)	118		210	0		~637
Queue Length 95th (ft)	#254		342	0		#869
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	397		1191	1575		491
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.84		0.71	0.15		2.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.35			
Intersection Signal Delay: 293.0		Intersection LOS: F	
Intersection Capacity Utilization 133.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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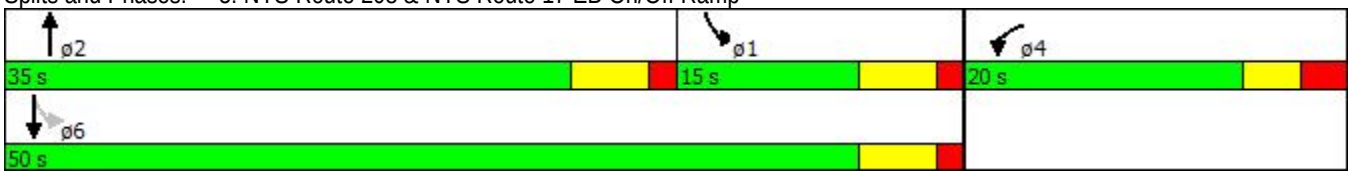
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1714		1853	1575		1858
Flt Permitted	0.97		1.00	1.00		0.41
Satd. Flow (perm)	1714		1853	1575		763
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
RTOR Reduction (vph)	39	0	0	0	0	0
Lane Group Flow (vph)	293	0	844	239	0	1152
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.7		44.5	69.2		44.5
Effective Green, g (s)	13.7		44.5	69.2		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	339		1191	1575		490
v/s Ratio Prot	c0.17		0.46			
v/s Ratio Perm				0.15		c1.51
v/c Ratio	0.86		0.71	0.15		2.35
Uniform Delay, d1	26.8		8.1	0.0		12.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	19.1		3.6	0.2		614.3
Delay (s)	46.0		11.7	0.2		626.6
Level of Service	D		B	A		F
Approach Delay (s)	46.0		9.1			626.6
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	291.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.15		
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	133.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	659	346	1	357	229	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954					
Flt Protected					0.950	
Satd. Flow (prot)	1704	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1704	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	701	368	1	380	244	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1069	0	0	381	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	659	346	1	357	229	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	701	368	1	380	244	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1069	0	1267	885
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	652	-	~ 230	370
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	652	-	~ 230	370
Mov Cap-2 Maneuver	-	-	-	-	~ 230	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	734	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	121.4
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	652	-	230
HCM Lane V/C Ratio	-	-	0.002	-	1.059
HCM Control Delay (s)	-	-	10.5	0	121.4
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	10.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	5	84	561	5	3	318	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.952			0.999			0.997	
Flt Protected		0.993						0.994				
Satd. Flow (prot)	0	1706	0	0	1757	0	0	1770	0	0	1831	0
Flt Permitted		0.993						0.994				
Satd. Flow (perm)	0	1706	0	0	1757	0	0	1770	0	0	1831	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	5	91	610	5	3	342	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	14	0	0	706	0	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	5	84	561	5	3	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	5	91	610	5	3	342	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1155	1151	346	1174	1152	613	351	0	0	615	0	0
Stage 1	353	353	-	795	795	-	-	-	-	-	-	-
Stage 2	802	798	-	379	357	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	186	690	234	272	536	1208	-	-	965	-	-
Stage 1	651	619	-	475	498	-	-	-	-	-	-	-
Stage 2	361	381	-	714	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	164	690	185	240	536	1208	-	-	965	-	-
Mov Cap-2 Maneuver	143	164	-	185	240	-	-	-	-	-	-	-
Stage 1	576	617	-	420	441	-	-	-	-	-	-	-
Stage 2	310	337	-	656	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	17.4	1.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	272	305	965	-	-
HCM Lane V/C Ratio	0.076	-	-	0.22	0.046	0.003	-	-
HCM Control Delay (s)	8.2	0	-	21.9	17.4	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.1	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	11	24	323	189	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.990	
Flt Protected	0.967			0.997		
Satd. Flow (prot)	1752	0	0	1820	1844	0
Flt Permitted	0.967			0.997		
Satd. Flow (perm)	1752	0	0	1820	1844	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	12	26	351	205	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	377	222	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	11	24	323	189	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	12	26	351	205	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	617	214	223	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	503	841	1346	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	491	841	1346	-	-	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.9	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1346	-	563	-	-
HCM Lane V/C Ratio	0.019	-	0.07	-	-
HCM Control Delay (s)	7.7	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	101	1187	227	119	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.978			
Flt Protected	0.971					0.992
Satd. Flow (prot)	1733	0	1810	0	0	1813
Flt Permitted	0.971					0.992
Satd. Flow (perm)	1733	0	1810	0	0	1813
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	110	1290	247	129	643
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	1537	0	0	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 138.2%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	75.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	101	1187	227	119	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	110	1290	247	129	643

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2316	1414	0	0	1537	0
Stage 1	1414	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 150	250	-	-	432	-
Stage 1	493	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	250	-	-	432	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 718.5	0	2.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	111	432	-
HCM Lane V/C Ratio	-	-	2.399	0.299	-
HCM Control Delay (s)	-	-	$ 718.5	16.9	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	23.6	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1714	0	1853	1575	0	1857
Flt Permitted	0.972					0.406
Satd. Flow (perm)	1714	0	1853	1575	0	764
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	49			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	0	1152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.7		44.5	69.2		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.88		0.71	0.15		2.35
Control Delay	49.2		12.5	0.2		629.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	49.2		12.5	0.2		629.5
LOS	D		B	A		F
Approach Delay	49.2		9.8			629.5
Approach LOS	D		A			F
Queue Length 50th (ft)	118		210	0		~637
Queue Length 95th (ft)	#254		342	0		#869
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	397		1191	1575		491
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.84		0.71	0.15		2.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.35			
Intersection Signal Delay: 293.0		Intersection LOS: F	
Intersection Capacity Utilization 133.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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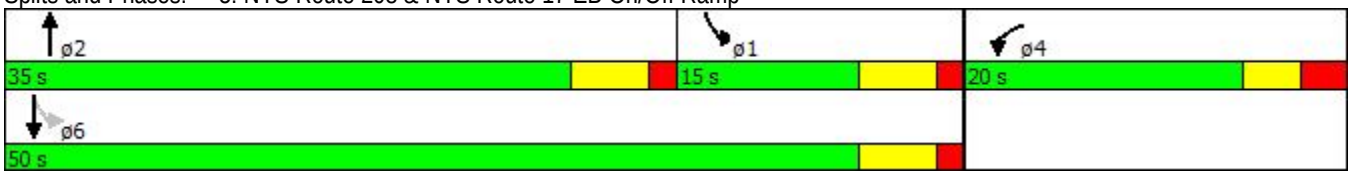
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	137	810	229	280	826
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	844	0	292	860
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	81	85
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	123
Grp Volume(v), veh/h	190	0	844	0	1152	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	139	0
Q Serve(g_s), s	6.6	0.0	28.9	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	28.9	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.25	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	0.99	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	28.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	21.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	45.5	0.0	0.0	0.0
LnGrp LOS	C		D			
Approach Vol, veh/h	190		844			1152
Approach Delay, s/veh	29.2		45.5			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	643	49	493	411	101	608	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.995			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1848	1607	0	1652	0
Flt Permitted		0.228			0.589			0.881			0.677	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1637	1607	0	1126	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				378			478		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	748	57	573	478	117	707	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	748	0	630	478	0	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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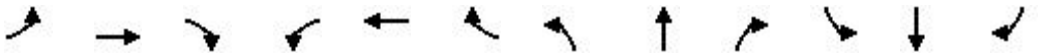

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		1.36			1.70	0.47		0.69	0.30		1.36	
Control Delay		217.4			350.9	1.0		16.2	0.5		193.4	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	1.0		16.2	0.5		193.4	
LOS		F			F	A		B	A		F	
Approach Delay		217.4			142.7			9.4			193.4	
Approach LOS		F			F			A			F	
Queue Length 50th (ft)		~100			~329	0		178	0		~503	
Queue Length 95th (ft)		#212			#474	0		270	0		#670	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		912	1607		629	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.47		0.69	0.30		1.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.70			
Intersection Signal Delay: 117.0		Intersection LOS: F	
Intersection Capacity Utilization 122.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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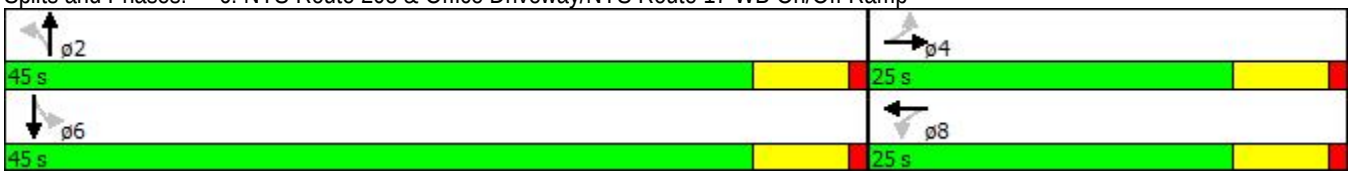
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	643	49	493	411	101	608	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1858	1891	1872	1791	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	573	0	117	707	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	106	836	895	154	742	34
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	90	1501	1607	171	1332	60
Grp Volume(v), veh/h	213	0	0	509	0	0	630	0	0	857	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1592	0	1607	1563	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	16.7	0.0	0.0	35.2	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.09		1.00	0.14		0.04
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	988	0	895	974	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.64	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	988	0	895	974	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	10.3	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	3.1	0.0	0.0	11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	8.2	0.0	0.0	16.9	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	13.4	0.0	0.0	25.3	0.0	0.0
LnGrp LOS	C			F			B			C		
Approach Vol, veh/h		213			509			630			857	
Approach Delay, s/veh		21.0			91.5			13.4			25.3	
Approach LOS		C			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1190	624	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.996			0.992	
Satd. Flow (prot)	0	1692	1678	0	1839	0
Flt Permitted		0.996			0.992	
Satd. Flow (perm)	0	1692	1678	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1280	671	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1389	680	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	114.9%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1190	624	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1280	671	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	680	0	-	0	2172	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	1497	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	912	-	-	-	40	437
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	912	-	-	-	23	437
Mov Cap-2 Maneuver	-	-	-	-	23	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	102	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	57.3
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	912	-	115	-	-
HCM Lane V/C Ratio	0.119	-	0.421	-	-
HCM Control Delay (s)	9.5	0	57.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	1.8	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1163	614	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1264	667	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1301	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1163	614	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1264	667	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2010	672	676	0	-	0
Stage 1	672	-	-	-	-	-
Stage 2	1338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	456	915	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	456	915	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	30.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	915	-	168	-	-
HCM Lane V/C Ratio	0.04	-	0.162	-	-
HCM Control Delay (s)	9.1	0	30.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1159	682	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1769	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1260	741	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1278	808	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.7%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	349.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1159	682	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1260	741	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2072	775	809	0	-	0
Stage 1	775	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 47	381	817	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	~ 222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 44	381	817	-	-	-
Mov Cap-2 Maneuver	~ 44	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	~ 206	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2637.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	817	-	49	-	-
HCM Lane V/C Ratio	0.023	-	6.5	-	-
HCM Control Delay (s)	9.5	$	2637.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	36.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1414	743	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1488	782	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1493	783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1414	743	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1488	782	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2282	783	783	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	1499	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	38	385	835	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	385	835	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	835	-	68	-	-
HCM Lane V/C Ratio	0.006	-	0.031	-	-
HCM Control Delay (s)	9.3	0	59.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1018	120	30	544	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.986			0.994	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1753	0	0	1749	0
Flt Permitted		0.977			0.963			0.974			0.908	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1709	0	0	1591	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1095	129	32	585	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1258	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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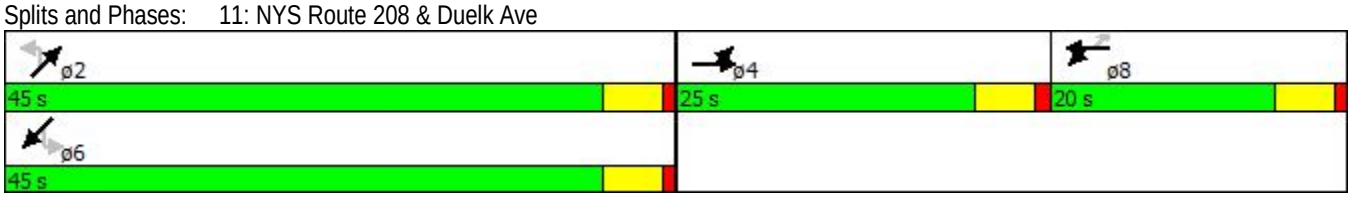
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.3			7.7	7.7		44.7			44.7	
Actuated g/C Ratio		0.09			0.11	0.11		0.66			0.66	
v/c Ratio		0.36			0.30	0.08		1.12			0.62	
Control Delay		24.0			32.2	0.6		85.4			13.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		85.4			13.8	
LOS		C			C	A		F			B	
Approach Delay		24.0			24.4			85.4			13.8	
Approach LOS		C			C			F			B	
Queue Length 50th (ft)		16			26	0		~686			170	
Queue Length 95th (ft)		52			63	0		#1021			348	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1127			1047	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.12			0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 58.2		Intersection LOS: E	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1018	120	30	544	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1095	129	32	585	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	75	1005	117	84	991	48
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	24	1570	182	37	1548	75
Grp Volume(v), veh/h	72	0	0	67	0	22	1258	0	0	646	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1777	0	0	1660	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	12.5	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.05		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1196	0	0	1123	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.05	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1196	0	0	1123	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.1	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	40.7	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	33.8	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	52.8	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	C			C		C	F			A		
Approach Vol, veh/h		72			89			1258			646	
Approach Delay, s/veh		32.7			31.8			52.8			8.4	
Approach LOS		C			C			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1039	568	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.996	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1726	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1726	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1094	598	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1127	614	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1039	568	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1094	598	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1765	606	614	0	-	0
Stage 1	606	-	-	-	-	-
Stage 2	1159	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	76	481	965	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	481	965	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	240	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	31.2	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	965	-	183	-	-
HCM Lane V/C Ratio	0.034	-	0.253	-	-
HCM Control Delay (s)	8.9	0	31.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1033	18	1	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1087	19	1	601
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1106	0	0	602
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1033	18	1	571
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1087	19	1	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1700	1097	0	0	1106	0
Stage 1	1097	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	134	284	-	-	631	-
Stage 1	384	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	284	-	-	631	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	33.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	140	631	-
HCM Lane V/C Ratio	-	-	0.098	0.002	-
HCM Control Delay (s)	-	-	33.5	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1032	569	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1110	612	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1112	615	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1032	569	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1110	612	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1727	613	615	0	-	0
Stage 1	613	-	-	-	-	-
Stage 2	1114	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	81	480	974	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	81	480	974	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	32.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	974	-	139	-	-
HCM Lane V/C Ratio	0.002	-	0.046	-	-
HCM Control Delay (s)	8.7	0	32.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1018	17	20	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1095	18	22	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1113	0	0	627
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1018	17	20	563
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1095	18	22	605

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1752	1104	0	0	1113	0
Stage 1	1104	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	273	-	-	627	-
Stage 1	359	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	273	-	-	627	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	172	627	-
HCM Lane V/C Ratio	-	-	0.163	0.034	-
HCM Control Delay (s)	-	-	30	10.9	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	993	36	33	562	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.997	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1803	0
Flt Permitted		0.976			0.959						0.997	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1803	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1068	39	35	604	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1112	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	993	36	33	562	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1068	39	35	604	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1784	1801	613	1792	1790	1087	622	0	0	1106	0	0
Stage 1	684	684	-	1098	1098	-	-	-	-	-	-	-
Stage 2	1100	1117	-	694	692	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	70	88	501	84	109	288	959	-	-	631	-	-
Stage 1	456	466	-	310	347	-	-	-	-	-	-	-
Stage 2	274	301	-	486	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	64	79	501	75	98	288	959	-	-	631	-	-
Mov Cap-2 Maneuver	64	79	-	75	98	-	-	-	-	-	-	-
Stage 1	450	426	-	306	342	-	-	-	-	-	-	-
Stage 2	266	297	-	428	458	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	52	67.9	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	959	-	-	83	114	631	-	-
HCM Lane V/C Ratio	0.006	-	-	0.324	0.34	0.056	-	-
HCM Control Delay (s)	8.8	0	-	67.9	52	11	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	1.3	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1031	1	2	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1121	1	2	662
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1122	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1031	1	2	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1121	1	2	662

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	1121	0	0	1122	0
Stage 1	1121	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	120	275	-	-	623	-
Stage 1	375	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	275	-	-	623	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	191	623	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	24.2	10.8	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	949	48	12	541	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.992	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1729	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1729	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1091	55	14	622	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1183	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	949	48	12	541	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1091	55	14	622	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1881	1888	641	1865	1879	1118	660	0	0	1146	0	0
Stage 1	668	668	-	1192	1192	-	-	-	-	-	-	-
Stage 2	1213	1220	-	673	687	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	49	63	466	62	79	260	928	-	-	610	-	-
Stage 1	431	440	-	244	278	-	-	-	-	-	-	-
Stage 2	208	236	-	462	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	36	54	466	52	68	260	928	-	-	610	-	-
Mov Cap-2 Maneuver	36	54	-	52	68	-	-	-	-	-	-	-
Stage 1	383	424	-	217	247	-	-	-	-	-	-	-
Stage 2	155	210	-	436	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	200.1	128.7	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	45	92	610	-	-
HCM Lane V/C Ratio	0.04	-	-	0.741	0.812	0.023	-	-
HCM Control Delay (s)	9	0	-	200.1	128.7	11	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	4.3	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1180	7	2	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1283	8	2	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1283	8	2	775
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1180	7	2	713
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1283	8	2	775

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2062	1283	0	0	1283	0
Stage 1	1283	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	213	-	-	485	-
Stage 1	317	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	213	-	-	485	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	126	485	-
HCM Lane V/C Ratio	-	-	0.095	0.004	-
HCM Control Delay (s)	-	-	36.5	12.5	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	328	20	18	192	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	357	22	20	209	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	0	229	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	328	20	18	192	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	357	22	20	209	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	378	0	0	615	615	367	622	626	209
Stage 1	-	-	-	-	-	-	367	367	-	248	248	-
Stage 2	-	-	-	-	-	-	248	248	-	374	378	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1180	-	-	432	435	692	386	387	826
Stage 1	-	-	-	-	-	-	680	648	-	746	692	-
Stage 2	-	-	-	-	-	-	777	721	-	634	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1180	-	-	426	427	692	373	380	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	427	-	373	380	-
Stage 1	-	-	-	-	-	-	680	648	-	746	679	-
Stage 2	-	-	-	-	-	-	762	707	-	622	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	12.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1362	-	-	1180	-	-	-
HCM Lane V/C Ratio	0.052	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.3	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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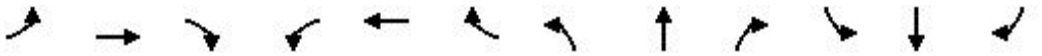

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	35	250	345	151	31	140	301	182	127	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.98	
Frt		0.985				0.850		0.898			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1697	0	1604	1749	1538	1645	1503	0	1678	1707	0
Flt Permitted	0.539			0.227			0.628			0.145		
Satd. Flow (perm)	854	1697	0	380	1749	1462	1063	1503	0	256	1707	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				157					20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	38	272	375	164	34	152	327	198	138	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	368	0	272	375	164	34	479	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.8	24.0		32.8	32.8	47.1	25.1	20.3		39.6	33.7	
Actuated g/C Ratio	0.26	0.26		0.35	0.35	0.50	0.27	0.22		0.42	0.36	
v/c Ratio	0.15	0.84		0.82	0.61	0.20	0.11	1.48		0.61	0.33	
Control Delay	28.8	50.3		50.7	34.0	2.0	20.5	262.6		29.0	24.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.8	50.3		50.7	34.0	2.0	20.5	262.6		29.0	24.8	
LOS	C	D		D	C	A	C	F		C	C	
Approach Delay		48.0			33.1			246.6			26.8	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	20	202		144	210	1	12	~390		74	84	
Queue Length 95th (ft)	50	328		#307	340	18	35	#720		160	177	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	407	826		330	754	909	406	323		414	627	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.45		0.82	0.50	0.18	0.08	1.48		0.48	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 94.1
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.48
Intersection Signal Delay: 85.9 Intersection LOS: F
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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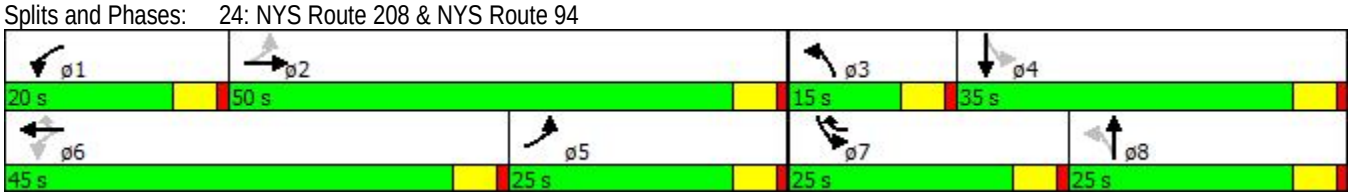
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	35	250	345	151	31	140	301	182	127	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.57		0.98	0.96		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	38	272	375	164	34	152	327	198	138	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	395	371	43	377	438	534	365	114	246	274	361	183
Arrive On Green	0.19	0.26	0.26	0.17	0.24	0.24	0.02	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1638	1417	163	1723	1810	1506	1706	499	1074	1741	1138	577
Grp Volume(v), veh/h	45	0	368	272	375	164	34	0	479	198	0	208
Grp Sat Flow(s),veh/h/ln	1638	0	1580	1723	1810	1506	1706	0	1574	1741	0	1715
Q Serve(g_s), s	0.0	0.0	19.6	13.0	17.3	3.1	1.3	0.0	20.0	7.2	0.0	8.2
Cycle Q Clear(g_c), s	0.0	0.0	19.6	13.0	17.3	3.1	1.3	0.0	20.0	7.2	0.0	8.2
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.68	1.00		0.34
Lane Grp Cap(c), veh/h	395	0	414	377	438	534	365	0	360	274	0	544
V/C Ratio(X)	0.11	0.00	0.89	0.72	0.86	0.31	0.09	0.00	1.33	0.72	0.00	0.38
Avail Cap(c_a), veh/h	457	0	812	378	827	858	524	0	360	480	0	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	31.1	32.7	31.7	7.0	25.1	0.0	33.7	22.9	0.0	23.2
Incr Delay (d2), s/veh	0.0	0.0	2.7	5.7	1.9	0.1	0.0	0.0	167.2	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	8.8	6.7	8.9	1.6	0.6	0.0	25.3	3.5	0.0	3.9
LnGrp Delay(d),s/veh	28.7	0.0	33.7	38.4	33.6	7.1	25.1	0.0	201.0	24.3	0.0	23.4
LnGrp LOS	C		C	D	C	A	C		F	C		C
Approach Vol, veh/h		413			811			513			406	
Approach Delay, s/veh		33.2			29.8			189.3			23.8	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	27.9	6.9	32.7	21.7	26.2	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	15.0	21.6	3.3	10.2	2.0	19.3	9.2	22.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.6	1.2	1.9	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	67.5
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1020	573	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1774	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1774	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1172	659	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1187	661	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1020	573	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1172	659	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	660	661	0	-	0
Stage 1	660	-	-	-	-	-
Stage 2	1202	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	72	455	927	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	455	927	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	927	-	231	-	-
HCM Lane V/C Ratio	0.016	-	0.229	-	-
HCM Control Delay (s)	8.9	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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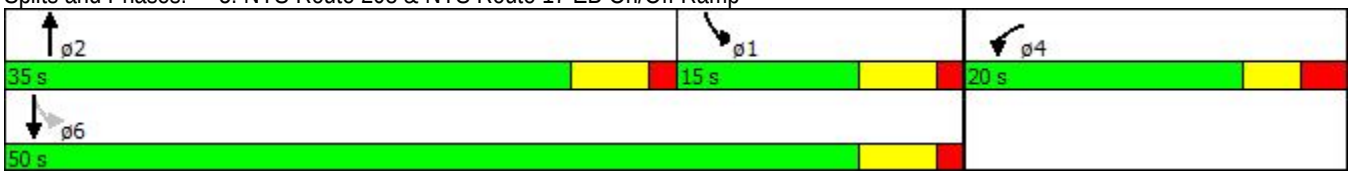
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1673		1818	1575		1830
Flt Permitted	0.97		1.00	1.00		0.45
Satd. Flow (perm)	1673		1818	1575		834
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	137	790	236	292	814
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	276	0	790	236	0	1106
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.5		44.5	69.0		44.5
Effective Green, g (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	327		1172	1575		537
v/s Ratio Prot	c0.16		0.43			
v/s Ratio Perm				0.15		c1.33
v/c Ratio	0.84		0.67	0.15		2.06
Uniform Delay, d1	26.7		7.7	0.0		12.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	17.0		3.1	0.2		483.2
Delay (s)	43.7		10.8	0.2		495.5
Level of Service	D		B	A		F
Approach Delay (s)	43.7		8.4			495.5
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	233.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	632	349	0	364	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	652	360	0	375	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1011	0	1206	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	694	-	~ 249	399
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	~ 249	399
Mov Cap-2 Maneuver	-	-	-	-	~ 249	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	694	-	250
HCM Lane V/C Ratio	-	-	-	-	1.043
HCM Control Delay (s)	-	-	0	-	111.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	1	78	567	4	2	345	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.993			0.999			0.994	
Flt Protected		0.993			0.995			0.994				
Satd. Flow (prot)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Flt Permitted		0.993			0.995			0.994				
Satd. Flow (perm)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	1	84	610	4	2	356	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	19	0	0	698	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	1	78	567	4	2	345	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	1	84	610	4	2	356	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1150	364	1179	1156	612	372	0	0	614	0	0
Stage 1	368	368	-	780	780	-	-	-	-	-	-	-
Stage 2	788	782	-	399	376	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	182	672	187	265	541	1198	-	-	975	-	-
Stage 1	643	600	-	403	495	-	-	-	-	-	-	-
Stage 2	371	381	-	605	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	162	672	147	236	541	1198	-	-	975	-	-
Mov Cap-2 Maneuver	142	162	-	147	236	-	-	-	-	-	-	-
Stage 1	575	598	-	360	443	-	-	-	-	-	-	-
Stage 2	319	341	-	546	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	22.2	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	293	228	975	-	-
HCM Lane V/C Ratio	0.07	-	-	0.25	0.085	0.002	-	-
HCM Control Delay (s)	8.2	0	-	21.3	22.2	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	18	27	323	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1864	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	20	30	363	264	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	393	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	18	27	323	235	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	20	30	363	264	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	786	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	786	1287	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1287	-	570	-	-
HCM Lane V/C Ratio	0.024	-	0.071	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.975			
Flt Protected	0.971					0.991
Satd. Flow (prot)	1656	0	1852	0	0	1846
Flt Permitted	0.971					0.991
Satd. Flow (perm)	1656	0	1852	0	0	1846
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 135.4%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	61.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	98	1079	240	133	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	103	1136	253	140	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2194	1262	0	0	1388	0
Stage 1	1262	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	162	287	-	-	484	-
Stage 1	524	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 89	287	-	-	484	-
Mov Cap-2 Maneuver	~ 89	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 574.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	484	-
HCM Lane V/C Ratio	-	-	2.088	0.289	-
HCM Control Delay (s)	-	-	$ 574.8	15.4	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21.3	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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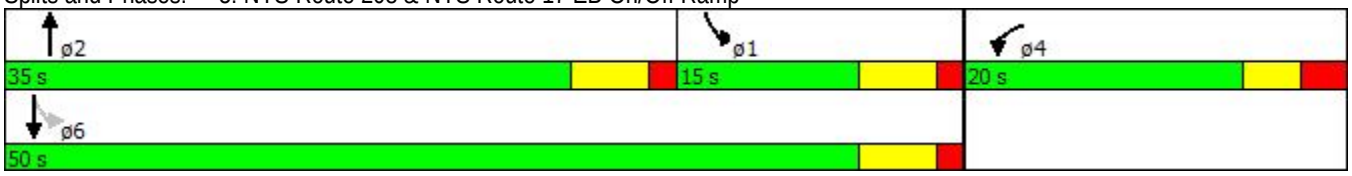
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	225	0	840	728	83	85
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.70
Sat Flow, veh/h	1732	0	1818	1575	16	122
Grp Volume(v), veh/h	180	0	790	0	1106	0
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	138	0
Q Serve(g_s), s	6.4	0.0	26.4	0.0	49.7	0.0
Cycle Q Clear(g_c), s	6.4	0.0	26.4	0.0	49.7	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	227	0	840	728	0	0
V/C Ratio(X)	0.79	0.00	0.94	0.00	0.00	0.00
Avail Cap(c_a), veh/h	396	0	840	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	16.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	19.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	17.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	35.8	0.0	0.0	0.0
LnGrp LOS	C		D			
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	29.3		35.8			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		13.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.4		51.7		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1895	1607	0	1709	0
Flt Permitted		0.486			0.638			0.891			0.694	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1695	1607	0	1196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				371			350		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	0	591	350	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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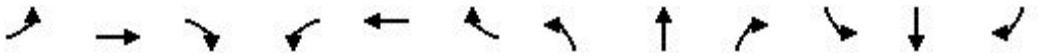

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	
Control Delay		22.7			168.0	0.7		14.3	0.3		116.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.7		14.3	0.3		116.1	
LOS		C			F	A		B	A		F	
Approach Delay		22.7			69.2			9.1			116.1	
Approach LOS		C			E			A			F	
Queue Length 50th (ft)		34			~231	0		157	0		~420	
Queue Length 95th (ft)		#103			#391	0		257	0		#627	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		944	1607		668	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 59.7		Intersection LOS: E	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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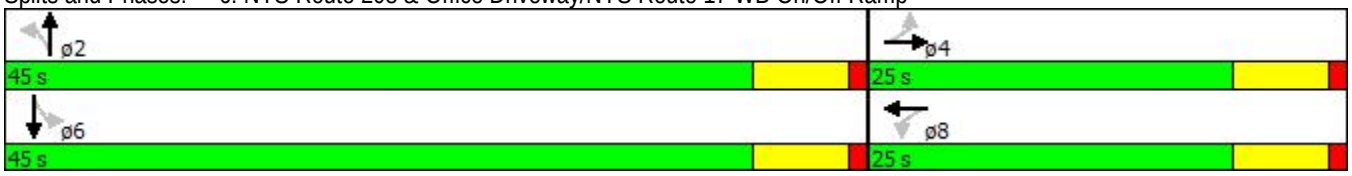
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1928	1903	1891	1872	1854	1872
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	186	120	260	444	18	438	108	922	895	173	762	30
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	440	443	958	1265	67	1615	94	1655	1607	203	1368	54
Grp Volume(v), veh/h	173	0	0	416	0	0	591	0	0	789	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1332	0	1615	1749	0	1607	1625	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	21.0	0.0	0.0	13.6	0.0	0.0	26.9	0.0	0.0
Prop In Lane	0.30		0.52	0.95		1.00	0.09		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.83	0.00	0.00	0.55	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	25.6	0.0	0.0	9.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.8	0.0	0.0	2.0	0.0	0.0	6.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	9.3	0.0	0.0	7.2	0.0	0.0	13.0	0.0	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	36.4	0.0	0.0	11.8	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	C			D			B			B		
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		20.4			36.4			11.8			18.3	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		7.4		0.0		23.0
Green Ext Time (p_c), s		0.0		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.923	
Flt Protected		0.996			0.979	
Satd. Flow (prot)	0	1741	1721	0	1926	0
Flt Permitted		0.996			0.979	
Satd. Flow (perm)	0	1741	1721	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1216	708	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	10.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	1083	655	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	1116	675	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	2008	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1316	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	900	-	-	-	53	431
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	219	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	~ 37	431
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	155	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	236.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	900	-	77	-	-
HCM Lane V/C Ratio	0.111	-	1.125	-	-
HCM Control Delay (s)	9.5	0	236.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	6.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	1081	670	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	1138	705	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1927	709	713	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	438	896	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	438	896	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	197	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	32.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	154	-	-
HCM Lane V/C Ratio	0.045	-	0.15	-	-
HCM Control Delay (s)	9.2	0	32.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959					
Satd. Flow (perm)	1698	0	0	1810	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	187.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	1111	706	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1169	743	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1972	781	818	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1191	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 55	381	819	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	381	819	-	-	-
Mov Cap-2 Maneuver	~ 53	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	244	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1631.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	60	-	-
HCM Lane V/C Ratio	0.013	-	4.316	-	-
HCM Control Delay (s)	9.5	-	$ 1631.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	28.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1318	772	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1373	804	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2190	805	806	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1385	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	45	377	828	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	44	377	828	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	119	-	-
HCM Lane V/C Ratio	0.008	-	0.061	-	-
HCM Control Delay (s)	9.4	0	37.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.959			0.948	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1731	0	0	1705	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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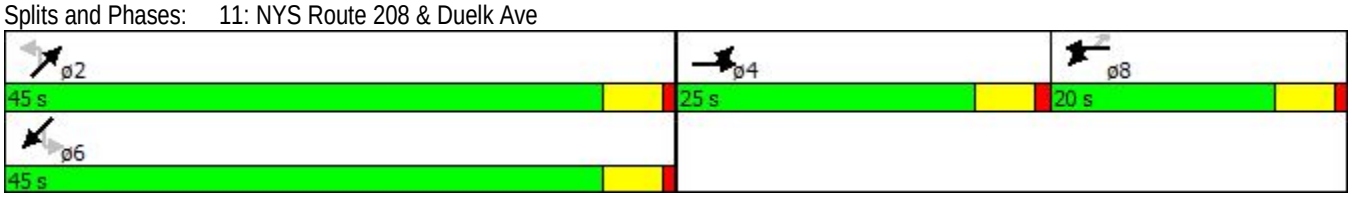
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.65			0.65	
v/c Ratio		0.34			0.32	0.08		0.98			0.59	
Control Delay		29.2			32.4	0.6		41.1			13.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		41.1			13.0	
LOS		C			C	A		D			B	
Approach Delay		29.2			24.9			41.1			13.0	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		21			30	0		~550			171	
Queue Length 95th (ft)		57			68	0		#865			338	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1134			1116	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		0.98			0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 30.3		Intersection LOS: C	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	951	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	970	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	64	12	24	111	13	107	85	1034	97	76	1093	42
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1155	215	430	1699	206	1640	40	1616	152	26	1708	66
Grp Volume(v), veh/h	67	0	0	74	0	23	1107	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1808	0	0	1800	0	0
Q Serve(g_s), s	2.3	0.0	0.0	2.4	0.0	0.8	17.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.8	35.3	0.0	0.0	12.3	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.08	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	124	0	107	1217	0	0	1211	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.60	0.00	0.22	0.91	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	576	0	0	457	0	393	1217	0	0	1211	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.4	0.0	27.7	10.2	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	4.5	0.0	1.0	11.6	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.4	21.1	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	32.9	0.0	28.7	21.8	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	C			A		
Approach Vol, veh/h		67			97			1107			656	
Approach Delay, s/veh		32.0			31.9			21.8			8.0	
Approach LOS		C			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.4		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.3		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1707	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	985	620	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	995	626	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1693	633	639	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	1060	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	86	460	955	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	460	955	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	277	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	34	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	955	-	163	-	-
HCM Lane V/C Ratio	0.034	-	0.242	-	-
HCM Control Delay (s)	8.9	0	34	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	978	22	3	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	988	22	3	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1631	999	0	0	1010	0
Stage 1	999	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	148	324	-	-	694	-
Stage 1	424	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	324	-	-	694	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	178	694	-
HCM Lane V/C Ratio	-	-	0.108	0.004	-
HCM Control Delay (s)	-	-	27.7	10.2	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	981	621	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	1011	640	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1659	641	642	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	462	952	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	462	952	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	952	-	149	-	-
HCM Lane V/C Ratio	0.003	-	0.028	-	-
HCM Control Delay (s)	8.8	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	967	16	25	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	997	16	26	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1684	1005	0	0	1013	0
Stage 1	1005	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	313	-	-	692	-
Stage 1	399	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	313	-	-	692	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.9	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	183	692	-
HCM Lane V/C Ratio	-	-	0.18	0.037	-
HCM Control Delay (s)	-	-	28.9	10.4	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	943	35	15	598	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	972	36	15	616	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	1676	622	1662	1663	990	627	0	0	1008	0	0
Stage 1	653	653	-	1005	1005	-	-	-	-	-	-	-
Stage 2	1014	1023	-	657	658	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	106	499	103	129	328	965	-	-	695	-	-
Stage 1	476	484	-	347	380	-	-	-	-	-	-	-
Stage 2	307	334	-	510	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	101	499	97	123	328	965	-	-	695	-	-
Mov Cap-2 Maneuver	76	101	-	97	123	-	-	-	-	-	-	-
Stage 1	468	468	-	341	374	-	-	-	-	-	-	-
Stage 2	285	328	-	484	501	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	42.2	49.9	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	965	-	-	127	117	695	-	-
HCM Lane V/C Ratio	0.007	-	-	0.382	0.176	0.022	-	-
HCM Control Delay (s)	8.8	0	-	49.9	42.2	10.3	0	-
HCM Lane LOS	A	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.6	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	966	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	986	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	988	0	0	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	966	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	986	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1624	987	0	0	988	0
Stage 1	987	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	149	329	-	-	708	-
Stage 1	429	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	329	-	-	708	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	204	708	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	23	10.1	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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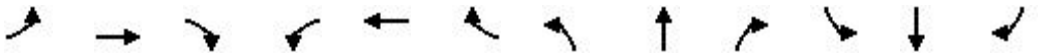

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.957			0.981			0.999			0.998	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	924	24	20	556	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	943	24	20	567	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	1642	587	1632	1650	955	607	0	0	967	0	0
Stage 1	628	628	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1019	1014	-	630	648	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	92	505	90	109	325	981	-	-	720	-	-
Stage 1	458	463	-	312	341	-	-	-	-	-	-	-
Stage 2	272	301	-	490	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	84	505	83	99	325	981	-	-	720	-	-
Mov Cap-2 Maneuver	60	84	-	83	99	-	-	-	-	-	-	-
Stage 1	435	444	-	296	324	-	-	-	-	-	-	-
Stage 2	231	286	-	466	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	44.7	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	65	147	720	-	-
HCM Lane V/C Ratio	0.024	-	-	0.424	0.396	0.028	-	-
HCM Control Delay (s)	8.8	0	-	96.2	44.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	1107	3	2	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1190	3	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1987	1190	0	0	1190	0
Stage 1	1190	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	106	254	-	-	594	-
Stage 1	379	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	254	-	-	594	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	147	594	-
HCM Lane V/C Ratio	-	-	0.212	0.004	-
HCM Control Delay (s)	-	-	36	11.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	310	31	16	242	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	348	35	18	272	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	291	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	310	31	16	242	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	348	35	18	272	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	383	0	0	675	675	366	677	691	272
Stage 1	-	-	-	-	-	-	366	366	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	369	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1187	-	-	399	408	698	356	356	766
Stage 1	-	-	-	-	-	-	685	652	-	694	653	-
Stage 2	-	-	-	-	-	-	730	686	-	642	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1187	-	-	393	401	698	348	350	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	401	-	348	350	-
Stage 1	-	-	-	-	-	-	685	652	-	694	641	-
Stage 2	-	-	-	-	-	-	716	674	-	636	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1302	-	-	1187	-	-	479
HCM Lane V/C Ratio	0.047	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.3	0	-	-	8.1	0	-	12.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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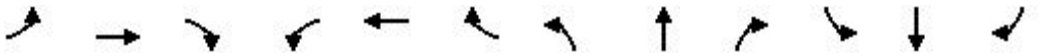

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00				0.95	0.98	0.97			0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1731	0	1652	1670	1583	1599	1506	0	1695	1683	0
Flt Permitted	0.531			0.191			0.635			0.144		
Satd. Flow (perm)	849	1731	0	332	1670	1505	1045	1506	0	257	1683	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				146					21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	27.9	27.7		35.7	35.7	50.9	25.5	20.3		40.5	34.4	
Actuated g/C Ratio	0.28	0.28		0.36	0.36	0.52	0.26	0.21		0.41	0.35	
v/c Ratio	0.16	0.87		0.80	0.65	0.18	0.13	1.44		0.65	0.32	
Control Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
LOS	C	D		D	D	A	C	F		C	C	
Approach Delay		49.0			32.7			230.2			29.4	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	24	247		137	232	2	14	~381		86	83	
Queue Length 95th (ft)	53	383		#289	366	18	42	#704		185	176	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	413	807		324	699	936	381	311		402	602	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.52		0.79	0.56	0.17	0.10	1.44		0.52	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 98.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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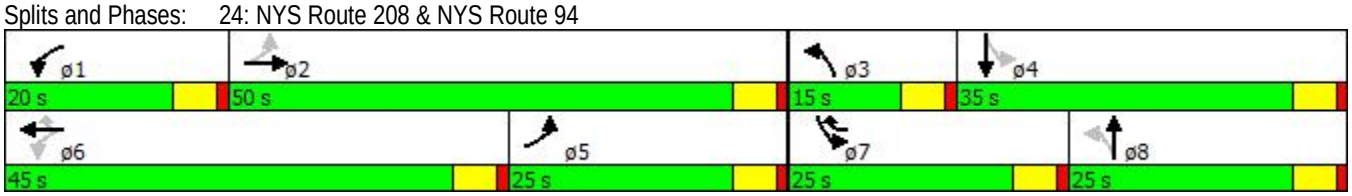
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.98	0.98		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1817	1881	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	399	436	33	350	448	585	361	105	244	281	342	183
Arrive On Green	0.18	0.29	0.29	0.15	0.26	0.26	0.03	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1654	1499	114	1774	1727	1553	1659	476	1103	1757	1101	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1654	0	1613	1774	1727	1553	1659	0	1579	1757	0	1691
Q Serve(g_s), s	0.0	0.0	22.8	11.8	19.6	2.9	1.6	0.0	20.0	7.9	0.0	8.1
Cycle Q Clear(g_c), s	0.0	0.0	22.8	11.8	19.6	2.9	1.6	0.0	20.0	7.9	0.0	8.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	399	0	469	350	448	585	361	0	349	281	0	525
V/C Ratio(X)	0.13	0.00	0.90	0.73	0.87	0.27	0.11	0.00	1.28	0.75	0.00	0.37
Avail Cap(c_a), veh/h	460	0	802	374	764	868	503	0	349	468	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	30.9	31.9	32.1	6.7	26.3	0.0	35.2	23.9	0.0	24.3
Incr Delay (d2), s/veh	0.1	0.0	4.2	5.5	2.7	0.1	0.0	0.0	147.8	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.7	6.3	9.7	1.5	0.7	0.0	23.0	3.9	0.0	3.8
LnGrp Delay(d),s/veh	29.9	0.0	35.1	37.4	34.8	6.8	26.4	0.0	183.0	25.4	0.0	24.5
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		34.5			30.1			170.5			24.9	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	31.3	7.3	33.1	21.6	28.5	15.4	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.8	24.8	3.6	10.1	2.0	21.6	9.9	22.0
Green Ext Time (p_c), s	0.1	1.5	0.0	2.4	1.4	1.9	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.6
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	951	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	970	594	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	987	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	951	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	970	594	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	594	594	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	500	992	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	992	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	220	-	-
HCM Lane V/C Ratio	0.017	-	0.278	-	-
HCM Control Delay (s)	8.7	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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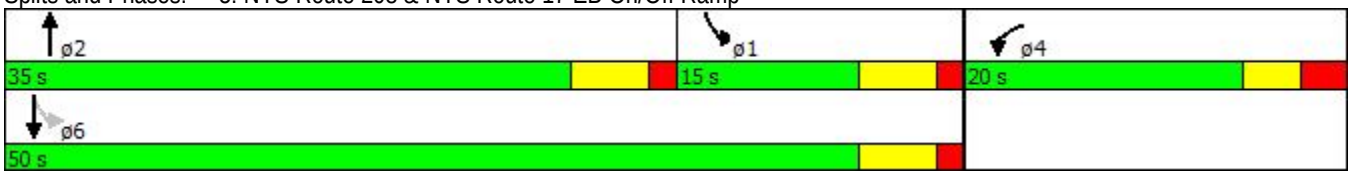
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1635		1853	1560		1861
Flt Permitted	0.97		1.00	1.00		0.55
Satd. Flow (perm)	1635		1853	1560		1041
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	62	639	243	334	580
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	122	0	639	243	0	914
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		46.0	66.2		46.0
Effective Green, g (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	227		1287	1560		723
v/s Ratio Prot	c0.07		0.34			
v/s Ratio Perm				0.16		c0.88
v/c Ratio	0.54		0.50	0.16		1.26
Uniform Delay, d1	26.5		4.7	0.0		10.1
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.2		1.4	0.2		129.8
Delay (s)	27.7		6.1	0.2		139.9
Level of Service	C		A	A		F
Approach Delay (s)	27.7		4.5			139.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	418	221	0	397	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	492	260	0	467	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1089	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	867	-	285	516
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	285	516
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	867	-	286
HCM Lane V/C Ratio	-	-	-	-	0.897
HCM Control Delay (s)	-	-	0	-	69.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	6	53	318	4	3	352	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.961			0.999			0.995	
Flt Protected		0.988			0.995			0.993				
Satd. Flow (prot)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Flt Permitted		0.988			0.995			0.993				
Satd. Flow (perm)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	6	56	338	4	3	374	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	21	0	0	398	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	6	53	318	4	3	352	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	6	56	338	4	3	374	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	842	381	868	847	340	387	0	0	343	0	0
Stage 1	387	387	-	453	453	-	-	-	-	-	-	-
Stage 2	463	455	-	415	394	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	262	289	657	350	381	741	1171	-	-	1062	-	-
Stage 1	613	600	-	669	650	-	-	-	-	-	-	-
Stage 2	555	558	-	694	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	271	657	300	357	741	1171	-	-	1062	-	-
Mov Cap-2 Maneuver	241	271	-	300	357	-	-	-	-	-	-	-
Stage 1	577	598	-	630	612	-	-	-	-	-	-	-
Stage 2	507	525	-	633	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	391	413	1062	-	-
HCM Lane V/C Ratio	0.048	-	-	0.185	0.052	0.003	-	-
HCM Control Delay (s)	8.2	0	-	16.3	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	15	16	205	203	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1731	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1731	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	16	18	225	223	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	243	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	15	16	205	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	16	18	225	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	591	836	1356	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	836	1356	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1356	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.035	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	37	725	36	25	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	40	780	39	27	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1662	799	0	0	818	0
Stage 1	799	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	272	460	-	-	819	-
Stage 1	696	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	460	-	-	819	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	819	-
HCM Lane V/C Ratio	-	-	0.221	0.033	-
HCM Control Delay (s)	-	-	18.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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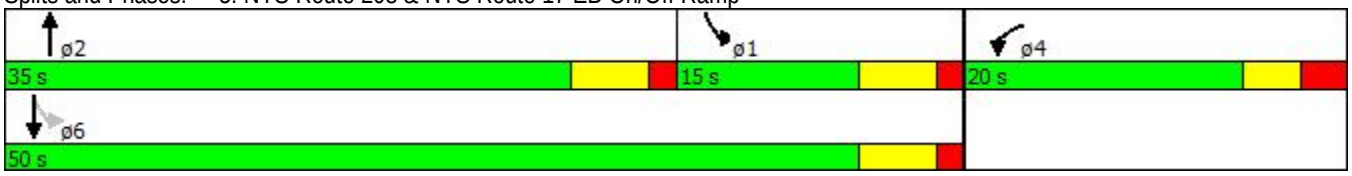
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1895
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	124	0	913	768	99	75
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1677	0	1853	1560	23	101
Grp Volume(v), veh/h	97	0	639	0	914	0
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	123	0
Q Serve(g_s), s	3.4	0.0	16.0	0.0	21.8	0.0
Cycle Q Clear(g_c), s	3.4	0.0	16.0	0.0	21.8	0.0
Prop In Lane	0.99	0.00		1.00	0.37	
Lane Grp Cap(c), veh/h	125	0	913	768	0	0
V/C Ratio(X)	0.78	0.00	0.70	0.00	0.00	0.00
Avail Cap(c_a), veh/h	410	0	913	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	11.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	4.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.1	0.0	16.2	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	31.1		16.2			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.9		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.4		23.8		
Green Ext Time (p_c), s		0.0		0.1		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.994			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1884	1607	0	1706	0
Flt Permitted		0.784			0.739			0.869			0.902	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1647	1607	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				264			234		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	0	449	234	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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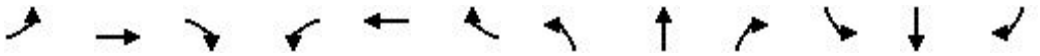

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		14.4			14.4	65.6		39.1	65.6		39.1	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
v/c Ratio		0.35			0.74	0.16		0.46	0.15		0.81	
Control Delay		15.7			38.8	0.2		10.1	0.2		20.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.2		10.1	0.2		20.7	
LOS		B			D	A		B	A		C	
Approach Delay		15.7			17.9			6.7			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		20			83	0		91	0		210	
Queue Length 95th (ft)		59			153	0		177	0		#486	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		925	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.16		0.46	0.15		0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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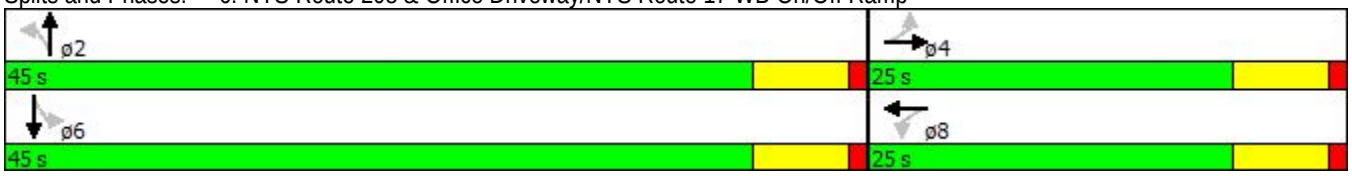
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1895	1891	1872	1850	1872
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	156	76	131	348	25	287	144	1011	1013	151	943	51
Arrive On Green	0.21	0.18	0.18	0.21	0.18	0.00	0.66	0.63	0.00	0.66	0.63	0.63
Sat Flow, veh/h	436	433	743	1347	139	1631	125	1605	1607	137	1497	80
Grp Volume(v), veh/h	115	0	0	224	0	0	449	0	0	746	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1486	0	1631	1730	0	1607	1713	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.3	0.0	0.0	6.9	0.0	0.0	15.8	0.0	0.0
Prop In Lane	0.37		0.46	0.91		1.00	0.12		1.00	0.11		0.05
Lane Grp Cap(c), veh/h	415	0	0	420	0	287	1211	0	1013	1200	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.53	0.00	0.00	0.37	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	599	0	501	1211	0	1013	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	23.3	0.0	0.0	5.5	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.4	0.0	0.0	3.5	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.7	0.0	0.0	6.3	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		22.4			23.7			6.3			9.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		16.9		45.0		16.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.7		0.0		10.3
Green Ext Time (p_c), s		0.0		0.8		0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	709	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	707	691	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	714	698	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1485	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	118	424
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	111	424
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	899	-	331	-	-
HCM Lane V/C Ratio	0.037	-	0.244	-	-
HCM Control Delay (s)	9.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	696	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	703	690	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1436	695	700	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	446	906	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	446	906	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	906	-	293	-	-
HCM Lane V/C Ratio	0.021	-	0.083	-	-
HCM Control Delay (s)	9.1	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1660	0	0	1808	1829	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	673	711	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	687	726	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	764	803	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	120	363	830	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	363	830	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	129	-	-
HCM Lane V/C Ratio	0.01	-	0.799	-	-
HCM Control Delay (s)	9.4	0	97.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.8	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	755	781	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	830	858	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	860	863	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	350	788	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	154	-	-
HCM Lane V/C Ratio	0.008	-	0.078	-	-
HCM Control Delay (s)	9.6	0	30.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.988			0.996	
Flt Protected		0.979			0.959			0.998			0.998	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1783	0	0	1815	0
Flt Permitted		0.979			0.959			0.961			0.972	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1717	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		7			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	731	0	0	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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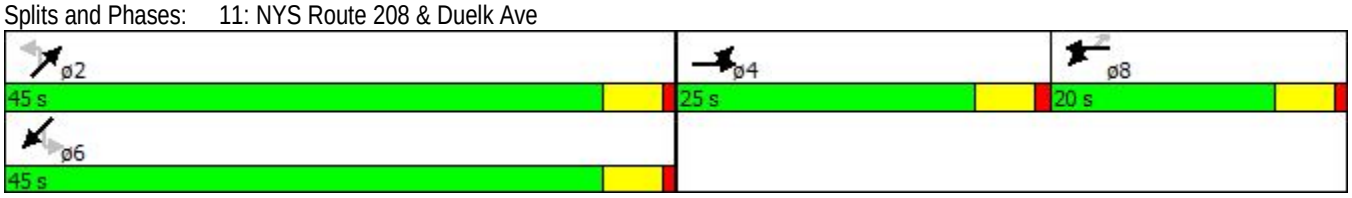
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.0	8.0		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.68			0.68	
v/c Ratio		0.30			0.33	0.09		0.63			0.56	
Control Delay		26.2			31.5	0.6		13.3			11.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		13.3			11.6	
LOS		C			C	A		B			B	
Approach Delay		26.2			24.2			13.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15			32	0		200			173	
Queue Length 95th (ft)		49			72	0		#408			339	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1166			1199	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.63			0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 66.1			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	13	18	67	11	24	30	611	61	20	608	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1916	1881	1948	2025	1947	1910	1871	1910	1910	1889	1910
Adj Flow Rate, veh/h	24	14	19	70	11	25	31	636	64	21	633	21
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	38	22	30	113	18	112	83	1026	101	74	1131	37
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	747	436	591	1678	264	1655	36	1599	157	23	1763	57
Grp Volume(v), veh/h	57	0	0	81	0	25	731	0	0	675	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1942	0	1655	1792	0	0	1844	0	0
Q Serve(g_s), s	2.0	0.0	0.0	2.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.5	0.0	0.9	14.7	0.0	0.0	12.5	0.0	0.0
Prop In Lane	0.42		0.33	0.86		1.00	0.04		0.09	0.03		0.03
Lane Grp Cap(c), veh/h	89	0	0	131	0	112	1210	0	0	1243	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.22	0.60	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	569	0	0	467	0	398	1210	0	0	1243	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.3	0.0	27.5	6.6	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	4.7	0.0	1.0	2.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.5	0.0	0.4	8.1	0.0	0.0	7.0	0.0	0.0
LnGrp Delay(d),s/veh	31.9	0.0	0.0	33.0	0.0	28.5	8.9	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	A			A		
Approach Vol, veh/h		57			106			731			675	
Approach Delay, s/veh		31.9			31.9			8.9			8.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.1		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.0		0.0		4.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1726	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	624	616	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	637	629	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1342	634	640	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	466	954	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	466	954	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	954	-	290	-	-
HCM Lane V/C Ratio	0.037	-	0.151	-	-
HCM Control Delay (s)	8.9	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	622	13	1	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	635	13	1	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	641	0	0	648	0
Stage 1	641	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	505	-	-	947	-
Stage 1	588	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	505	-	-	947	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	241	947	-
HCM Lane V/C Ratio	-	-	0.055	0.001	-
HCM Control Delay (s)	-	-	20.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	619	614	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	659	653	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1322	655	656	0	-	0
Stage 1	655	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	453	941	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	453	941	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	941	-	224	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	8.8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	610	11	18	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	649	12	19	645

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1338	655	0	0	661	0
Stage 1	655	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	487	-	-	937	-
Stage 1	560	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	487	-	-	937	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	937	-
HCM Lane V/C Ratio	-	-	0.11	0.02	-
HCM Control Delay (s)	-	-	18.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	603	18	5	607	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	628	19	5	632	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1313	634	1305	1305	638	636	0	0	647	0	0
Stage 1	645	645	-	658	658	-	-	-	-	-	-	-
Stage 2	665	668	-	647	647	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	172	491	165	201	506	957	-	-	948	-	-
Stage 1	466	488	-	495	518	-	-	-	-	-	-	-
Stage 2	454	477	-	501	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	168	491	160	196	506	957	-	-	948	-	-
Mov Cap-2 Maneuver	134	168	-	160	196	-	-	-	-	-	-	-
Stage 1	459	484	-	487	510	-	-	-	-	-	-	-
Stage 2	435	469	-	492	519	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.6	23.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	957	-	-	224	164	948	-	-
HCM Lane V/C Ratio	0.011	-	-	0.121	0.108	0.005	-	-
HCM Control Delay (s)	8.8	0	-	23.3	29.6	8.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	622	2	2	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	648	2	2	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	650	0	0	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	622	2	2	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	648	2	2	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	649	0	0	650	0
Stage 1	649	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	500	-	-	946	-
Stage 1	584	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	500	-	-	946	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	946	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s)	-	-	16.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	599	16	14	540	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	631	17	15	568	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1316	1314	599	1308	1337	639	631	0	0	647	0	0
Stage 1	629	629	-	677	677	-	-	-	-	-	-	-
Stage 2	687	685	-	631	660	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	148	497	148	167	488	961	-	-	948	-	-
Stage 1	457	462	-	463	473	-	-	-	-	-	-	-
Stage 2	424	435	-	489	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	140	497	140	158	488	961	-	-	948	-	-
Mov Cap-2 Maneuver	115	140	-	140	158	-	-	-	-	-	-	-
Stage 1	443	450	-	449	458	-	-	-	-	-	-	-
Stage 2	394	422	-	474	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	25.5	0.3	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	123	213	948	-	-
HCM Lane V/C Ratio	0.02	-	-	0.223	0.178	0.016	-	-
HCM Control Delay (s)	8.8	0	-	42.5	25.5	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	680	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	694	2	2	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1434	694	0	0	694	0
Stage 1	694	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	205	482	-	-	911	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	482	-	-	911	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	911	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.7	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	192	21	10	195	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.935				
Flt Protected					0.997			0.975			0.950	
Satd. Flow (prot)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Flt Permitted					0.997			0.975			0.950	
Satd. Flow (perm)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	202	22	11	205	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	216	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	192	21	10	195	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	202	22	11	205	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	224	0	0	441	441	213	447	452	205
Stage 1	-	-	-	-	-	-	215	215	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	221	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1357	-	-	557	539	842	512	494	836
Stage 1	-	-	-	-	-	-	811	746	-	771	712	-
Stage 2	-	-	-	-	-	-	801	739	-	776	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1357	-	-	553	534	842	502	489	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	534	-	502	489	-
Stage 1	-	-	-	-	-	-	810	745	-	770	706	-
Stage 2	-	-	-	-	-	-	794	732	-	766	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1378	-	-	1357	-	-	502
HCM Lane V/C Ratio	0.033	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.6	7.6	0	-	7.7	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1762	0	1668	1818	1599	1727	1564	0	1728	1826	0
Flt Permitted	0.570			0.204			0.656			0.145		
Satd. Flow (perm)	946	1762	0	355	1818	1520	1164	1564	0	264	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.5	23.1		34.8	34.8	49.2	25.3	20.3		39.8	33.7	
Actuated g/C Ratio	0.26	0.25		0.37	0.37	0.53	0.27	0.22		0.43	0.36	
v/c Ratio	0.08	0.83		0.88	0.46	0.20	0.12	1.18		0.61	0.24	
Control Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
LOS	C	D		D	C	A	B	F		C	C	
Approach Delay		48.2			32.8			131.3			26.0	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	12	200		111	114	0	14	~283		76	62	
Queue Length 95th (ft)	33	318		#375	284	16	40	#563		159	133	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	405	864		346	800	987	440	339		430	670	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.88	0.39	0.18	0.10	1.18		0.48	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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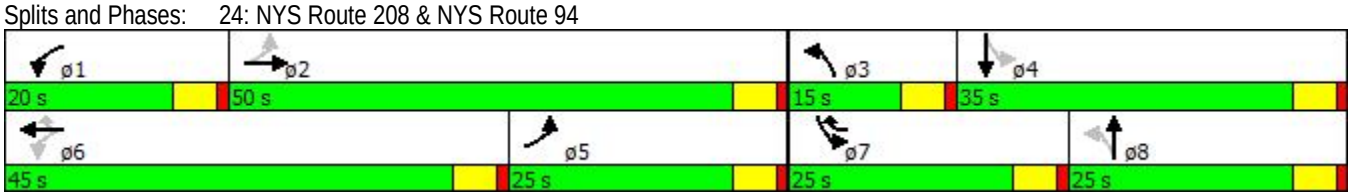
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.98	0.73		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	464	368	48	394	386	497	412	115	264	282	436	142
Arrive On Green	0.22	0.25	0.25	0.17	0.21	0.21	0.03	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1720	1453	188	1792	1881	1560	1791	499	1140	1792	1382	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1720	0	1640	1792	1881	1560	1791	0	1639	1792	0	1831
Q Serve(g_s), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Cycle Q Clear(g_c), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	464	0	415	394	386	497	412	0	379	282	0	578
V/C Ratio(X)	0.06	0.00	0.88	0.77	0.81	0.36	0.10	0.00	1.06	0.73	0.00	0.28
Avail Cap(c_a), veh/h	481	0	854	394	870	899	571	0	379	498	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	31.1	35.5	32.8	7.9	24.4	0.0	33.2	22.5	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.0	2.5	8.1	1.6	0.2	0.0	0.0	62.4	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	8.7	8.0	7.3	1.7	0.8	0.0	15.5	3.5	0.0	2.8
LnGrp Delay(d),s/veh	26.2	0.0	33.6	43.6	34.4	8.0	24.4	0.0	95.6	23.9	0.0	22.3
LnGrp LOS	C		C	D	C	A	C		F	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		33.1			31.9			88.7			23.2	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	26.9	7.3	32.3	24.2	22.7	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.5	20.6	3.6	7.6	2.0	15.7	9.1	22.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.1	1.2	1.7	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	621	559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	654	588	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	657	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	621	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	654	588	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	588	588	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	504	997	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	504	997	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	383	-	-
HCM Lane V/C Ratio	0.003	-	0.19	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966					0.981
Satd. Flow (prot)	1732	0	1872	1591	0	1871
Flt Permitted	0.966					0.510
Satd. Flow (perm)	1732	0	1872	1591	0	973
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	0	1059
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.2		44.6	65.9		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.64		0.53	0.15		1.61
Control Delay	32.1		7.8	0.2		299.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.1		7.8	0.2		299.0
LOS	C		A	A		F
Approach Delay	32.1		5.8			299.0
Approach LOS	C		A			F
Queue Length 50th (ft)	60		112	0		~630
Queue Length 95th (ft)	118		224	0		#908
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1267	1591		658
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.46		0.53	0.15		1.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.9			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.61			
Intersection Signal Delay: 152.7		Intersection LOS: F	
Intersection Capacity Utilization 112.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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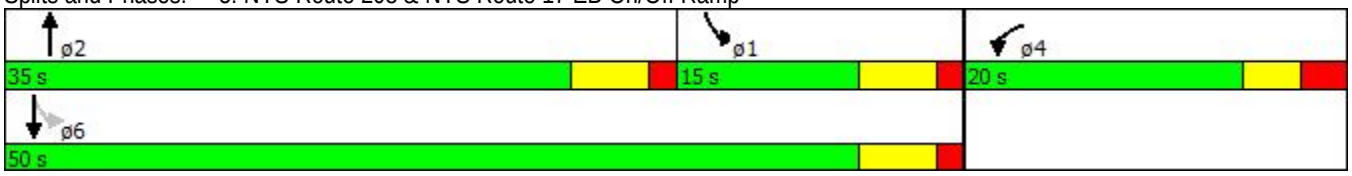
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.96		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1733		1872	1591		1872
Flt Permitted	0.97		1.00	1.00		0.51
Satd. Flow (perm)	1733		1872	1591		973
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	56	668	234	403	656
RTOR Reduction (vph)	24	0	0	0	0	0
Lane Group Flow (vph)	162	0	668	234	0	1059
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.2		44.6	65.8		44.6
Effective Green, g (s)	10.2		44.6	65.8		44.6
Actuated g/C Ratio	0.16		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	268		1268	1591		659
v/s Ratio Prot	c0.09		0.36			
v/s Ratio Perm				0.15		c1.09
v/c Ratio	0.61		0.53	0.15		1.61
Uniform Delay, d1	25.9		5.3	0.0		10.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.6		1.6	0.2		280.2
Delay (s)	28.6		6.9	0.2		290.8
Level of Service	C		A	A		F
Approach Delay (s)	28.6		5.1			290.8
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	148.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.53		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	112.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	403	201	3	488	234	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1757	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1757	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	438	218	3	530	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	533	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	12.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	403	201	3	488	234	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	438	218	3	530	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	657	0	1084	547
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	940	-	286	566
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	940	-	285	566
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	636	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	69.4
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	940	-	286
HCM Lane V/C Ratio	-	-	0.003	-	0.897
HCM Control Delay (s)	-	-	8.8	0	69.4
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	4	57	296	0	4	397	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.966						0.999	
Flt Protected		0.997			0.998			0.992			0.999	
Satd. Flow (prot)	0	1681	0	0	1815	0	0	1789	0	0	1851	0
Flt Permitted		0.997			0.998			0.992			0.999	
Satd. Flow (perm)	0	1681	0	0	1815	0	0	1789	0	0	1851	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	5	67	348	0	5	414	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	20	0	0	415	0	0	421	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	4	57	296	0	4	397	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	5	67	348	0	5	414	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	916	906	415	959	907	348	416	0	0	348	0	0
Stage 1	424	424	-	482	482	-	-	-	-	-	-	-
Stage 2	492	482	-	477	425	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	242	264	634	311	357	734	1154	-	-	1222	-	-
Stage 1	598	577	-	651	636	-	-	-	-	-	-	-
Stage 2	547	542	-	654	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	244	634	239	330	734	1154	-	-	1222	-	-
Mov Cap-2 Maneuver	219	244	-	239	330	-	-	-	-	-	-	-
Stage 1	555	574	-	604	590	-	-	-	-	-	-	-
Stage 2	492	503	-	543	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	15.3	1.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	475	370	1222	-	-
HCM Lane V/C Ratio	0.058	-	-	0.235	0.054	0.004	-	-
HCM Control Delay (s)	8.3	0	-	14.9	15.3	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	17	14	191	220	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.992	
Flt Protected	0.978			0.997		
Satd. Flow (prot)	1745	0	0	1839	1867	0
Flt Permitted	0.978			0.997		
Satd. Flow (perm)	1745	0	0	1839	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	19	16	217	250	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	233	266	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	17	14	191	220	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	19	16	217	250	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	507	258	266	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	576	803	1310	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	803	1310	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1310	-	681	-	-
HCM Lane V/C Ratio	0.012	-	0.05	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	98	605	223	110	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943		0.964			
Flt Protected	0.972					0.994
Satd. Flow (prot)	1747	0	1817	0	0	1886
Flt Permitted	0.972					0.994
Satd. Flow (perm)	1747	0	1817	0	0	1886
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	102	630	232	115	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	0	862	0	0	890
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 114.1%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	11.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	98	605	223	110	744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	102	630	232	115	775

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1750	746	0	0	863	0
Stage 1	746	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	249	513	-	-	767	-
Stage 1	709	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	513	-	-	767	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	89.1	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	252	767	-
HCM Lane V/C Ratio	-	-	0.959	0.149	-
HCM Control Delay (s)	-	-	89.1	10.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	8.9	0.5	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966					0.981
Satd. Flow (prot)	1732	0	1872	1591	0	1871
Flt Permitted	0.966					0.510
Satd. Flow (perm)	1732	0	1872	1591	0	973
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	0	1059
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.2		44.6	65.9		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.64		0.53	0.15		1.61
Control Delay	32.1		7.8	0.2		299.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.1		7.8	0.2		299.0
LOS	C		A	A		F
Approach Delay	32.1		5.8			299.0
Approach LOS	C		A			F
Queue Length 50th (ft)	60		112	0		~630
Queue Length 95th (ft)	118		224	0		#908
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1267	1591		658
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.46		0.53	0.15		1.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.9			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.61			
Intersection Signal Delay: 152.7		Intersection LOS: F	
Intersection Capacity Utilization 112.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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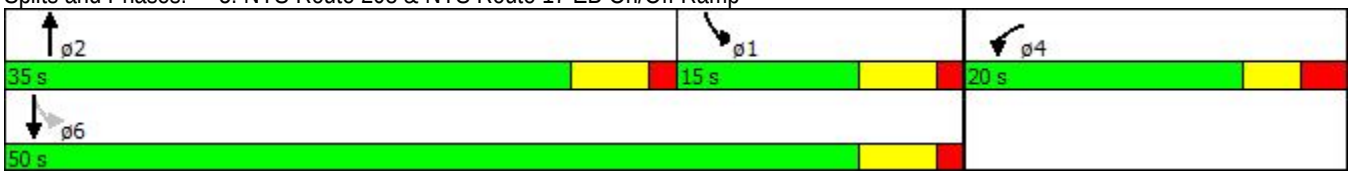
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	54	641	225	387	630
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1870	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	668	0	403	656
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	98	40
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1768	0	1872	1591	24	56
Grp Volume(v), veh/h	131	0	668	0	1059	0
Grp Sat Flow(s),veh/h/ln	1782	0	1872	1591	80	0
Q Serve(g_s), s	4.4	0.0	17.7	0.0	46.4	0.0
Cycle Q Clear(g_c), s	4.4	0.0	17.7	0.0	46.4	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.74	0.00	0.00	0.00
Avail Cap(c_a), veh/h	421	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	12.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	5.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	10.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	18.4	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		668			1059
Approach Delay, s/veh	29.8		18.4			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		48.4		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	279	51	355	297	120	669	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.994			0.993	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1900	1591	0	1710	0
Flt Permitted		0.692			0.668			0.845			0.844	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1615	1591	0	1454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				217			313		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	294	54	374	313	126	704	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	294	0	428	313	0	870	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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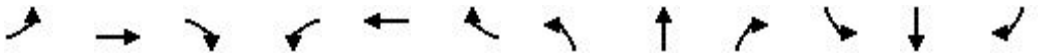

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.27			1.00	0.18		0.48	0.20		1.07	
Control Delay		14.4			78.6	0.2		11.6	0.3		71.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.2		11.6	0.3		71.5	
LOS		B			E	A		B	A		E	
Approach Delay		14.4			42.7			6.8			71.5	
Approach LOS		B			D			A			E	
Queue Length 50th (ft)		17			~150	0		101	0		~426	
Queue Length 95th (ft)		53			#309	0		168	0		#639	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		899	1591		812	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.18		0.48	0.20		1.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 40.9		Intersection LOS: D	
Intersection Capacity Utilization 105.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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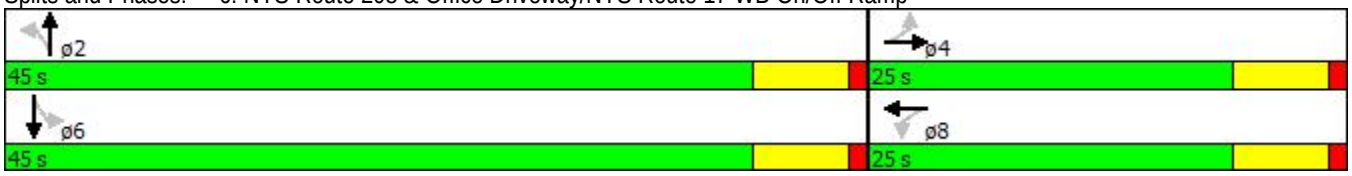
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	279	51	355	297	120	669	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1912	1872	1872	1856	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	374	0	126	704	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	134	859	908	174	801	44
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	130	1507	1591	199	1404	77
Grp Volume(v), veh/h	98	0	0	348	0	0	428	0	0	870	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1637	0	1591	1681	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	8.3	0.0	0.0	29.3	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.13		1.00	0.14		0.05
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1041	0	908	1068	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.41	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1041	0	908	1068	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.0	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.2	0.0	0.0	6.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	4.3	0.0	0.0	14.5	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	9.2	0.0	0.0	19.0	0.0	0.0
LnGrp LOS	B			C			A			B		
Approach Vol, veh/h		98			348			428			870	
Approach Delay, s/veh		19.9			25.7			9.2			19.0	
Approach LOS		B			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	643	792	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.996			0.980	
Satd. Flow (prot)	0	1741	1739	0	1922	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1741	1739	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	663	816	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	724	849	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	3.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	643	792	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	663	816	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	849	0	-	0	1618	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	798	-	-	-	96	355
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	415	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	798	-	-	-	84	355
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	365	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	59.4
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	798	-	153	-	-
HCM Lane V/C Ratio	0.076	-	0.606	-	-
HCM Control Delay (s)	9.9	0	59.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	3.2	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	668	802	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	696	835	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	710	846	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	668	802	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	696	835	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1564	841	847	0	-	0
Stage 1	841	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	124	368	799	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	368	799	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	799	-	234	-	-
HCM Lane V/C Ratio	0.017	-	0.129	-	-
HCM Control Delay (s)	9.6	0	22.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	651	823	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1810	1857	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	708	895	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	713	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	76.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	651	823	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	708	895	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1646	928	961	0	-	0
Stage 1	928	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 92	311	724	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 91	311	724	-	-	-
Mov Cap-2 Maneuver	~ 91	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 667.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	724	-	96	-	-
HCM Lane V/C Ratio	0.008	-	2.253	-	-
HCM Control Delay (s)	10	0	$ 667.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	19.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	826	875	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	860	911	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	871	914	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	826	875	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	860	911	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1796	913	915	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	81	326	754	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	79	326	754	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	754	-	201	-	-
HCM Lane V/C Ratio	0.015	-	0.052	-	-
HCM Control Delay (s)	9.8	0	23.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	571	65	16	704	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.987			0.993	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1798	0	0	1831	0
Flt Permitted		0.983			0.958			0.929			0.983	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1675	0	0	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		8			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	595	68	17	733	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	705	0	0	792	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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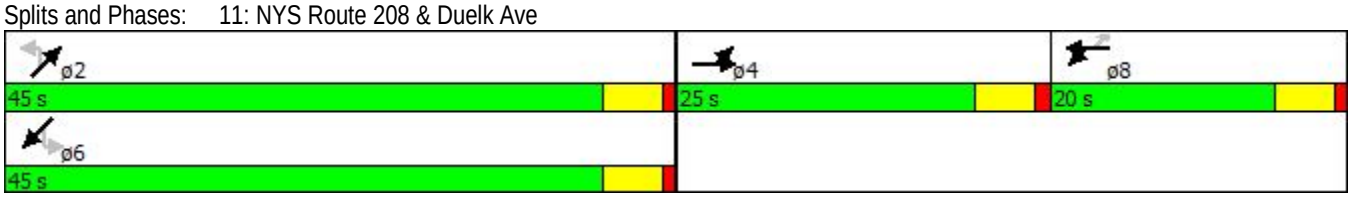
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.6			8.1	8.1		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.42			0.34	0.10		0.64			0.67	
Control Delay		24.5			32.8	0.7		14.9			15.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		14.9			15.6	
LOS		C			C	A		B			B	
Approach Delay		24.5			24.5			14.9			15.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		20			32	0		194			227	
Queue Length 95th (ft)		61			73	0		#418			#520	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1095			1176	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.64			0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	571	65	16	704	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	595	68	17	733	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	96	968	107	67	1105	62
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	56	1538	170	15	1756	99
Grp Volume(v), veh/h	91	0	0	81	0	28	705	0	0	792	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1765	0	0	1871	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	14.4	0.0	0.0	17.0	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.06		0.10	0.02		0.05
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1171	0	0	1235	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.60	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1171	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	7.0	0.0	0.0	7.5	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	2.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	8.0	0.0	0.0	9.5	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	9.3	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	C			C		C	A			B		
Approach Vol, veh/h		91			109			705			792	
Approach Delay, s/veh		33.1			32.7			9.3			10.1	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	601	728	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1816	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1816	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	646	783	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	675	789	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	601	728	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	646	783	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1490	786	789	0	-	0
Stage 1	786	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	117	378	840	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	378	840	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	23.4	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	840	-	240	-	-
HCM Lane V/C Ratio	0.035	-	0.188	-	-
HCM Control Delay (s)	9.4	0	23.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	596	15	5	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1813	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	641	16	5	780
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	657	0	0	785
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	596	15	5	725
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	641	16	5	780

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1439	649	0	0	657	0
Stage 1	649	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	188	500	-	-	940	-
Stage 1	584	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	500	-	-	940	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	243	940	-
HCM Lane V/C Ratio	-	-	0.071	0.006	-
HCM Control Delay (s)	-	-	20.9	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	600	729	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	625	759	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	627	761	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	600	729	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	625	759	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1389	760	761	0	-	0
Stage 1	760	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	136	392	860	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	392	860	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	23.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	860	-	201	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	9.2	0	23.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	595	6	18	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	620	6	19	744
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	626	0	0	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	595	6	18	714
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	620	6	19	744

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1404	623	0	0	626	0
Stage 1	623	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	182	507	-	-	965	-
Stage 1	577	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	507	-	-	965	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	279	965	-
HCM Lane V/C Ratio	-	-	0.146	0.019	-
HCM Control Delay (s)	-	-	20.1	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	586	28	20	694	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.994			0.998	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1871	0	0	1894	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1871	0	0	1894	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	651	31	22	771	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	685	0	0	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	586	28	20	694	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	651	31	22	771	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1502	1509	776	1495	1497	667	780	0	0	682	0	0
Stage 1	820	820	-	673	673	-	-	-	-	-	-	-
Stage 2	682	689	-	822	824	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	110	132	409	131	159	489	846	-	-	920	-	-
Stage 1	389	410	-	501	511	-	-	-	-	-	-	-
Stage 2	460	467	-	425	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	126	409	123	151	489	846	-	-	920	-	-
Mov Cap-2 Maneuver	102	126	-	123	151	-	-	-	-	-	-	-
Stage 1	387	393	-	498	508	-	-	-	-	-	-	-
Stage 2	441	464	-	403	429	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	37.7	40.4	0	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	846	-	-	159	120	920	-	-
HCM Lane V/C Ratio	0.004	-	-	0.37	0.083	0.024	-	-
HCM Control Delay (s)	9.3	0	-	40.4	37.7	9	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.3	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	605	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	637	2	2	759
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	639	0	0	761
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	605	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	637	2	2	759

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1401	638	0	0	639	0
Stage 1	638	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	197	506	-	-	955	-
Stage 1	590	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	506	-	-	955	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	283	955	-
HCM Lane V/C Ratio	-	-	0.015	0.002	-
HCM Control Delay (s)	-	-	17.9	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	570	21	11	650	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.988	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	613	23	12	699	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	659	0	0	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	570	21	11	650	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	613	23	12	699	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1433	1437	733	1429	1459	624	767	0	0	635	0	0
Stage 1	756	756	-	669	669	-	-	-	-	-	-	-
Stage 2	677	681	-	760	790	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	104	124	415	123	142	498	856	-	-	958	-	-
Stage 1	387	402	-	467	476	-	-	-	-	-	-	-
Stage 2	429	436	-	419	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	116	415	114	133	498	856	-	-	958	-	-
Mov Cap-2 Maneuver	96	116	-	114	133	-	-	-	-	-	-	-
Stage 1	371	393	-	447	456	-	-	-	-	-	-	-
Stage 2	399	418	-	403	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.6	28.1	0.3	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	108	186	958	-	-
HCM Lane V/C Ratio	0.026	-	-	0.259	0.162	0.012	-	-
HCM Control Delay (s)	9.3	0	-	49.6	28.1	8.8	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	654	6	2	834
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	674	6	2	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	674	6	2	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	654	6	2	834
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	674	6	2	860

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1538	674	0	0	674	0
Stage 1	674	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	169	494	-	-	927	-
Stage 1	565	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	494	-	-	927	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	195	927	-
HCM Lane V/C Ratio	-	-	0.053	0.002	-
HCM Control Delay (s)	-	-	24.5	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	189	14	8	214	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	217	16	9	246	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	233	0	0	255	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	189	14	8	214	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	217	16	9	246	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	233	0	0	489	489	225	498	497	246
Stage 1	-	-	-	-	-	-	225	225	-	264	264	-
Stage 2	-	-	-	-	-	-	264	264	-	234	233	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1332	-	-	1346	-	-	520	509	830	473	464	792
Stage 1	-	-	-	-	-	-	802	740	-	735	684	-
Stage 2	-	-	-	-	-	-	768	714	-	764	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1346	-	-	517	505	830	460	460	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	505	-	460	460	-
Stage 1	-	-	-	-	-	-	802	740	-	735	679	-
Stage 2	-	-	-	-	-	-	762	708	-	748	706	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	620	1332	-	-	1346	-	-	-
HCM Lane V/C Ratio	0.063	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.2	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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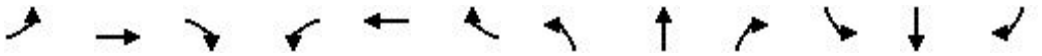

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	28	269	313	290	34	124	183	173	150	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00				0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.910			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1775	0	1668	1818	1583	1661	1596	0	1762	1817	0
Flt Permitted	0.550			0.220			0.621			0.182		
Satd. Flow (perm)	914	1775	0	386	1818	1505	1062	1596	0	338	1817	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				326					12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	31	302	352	326	38	139	206	194	169	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	431	0	302	352	326	38	345	0	194	220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	28.3	27.2		33.5	33.5	47.3	25.4	20.3		39.3	33.2	
Actuated g/C Ratio	0.29	0.28		0.35	0.35	0.49	0.26	0.21		0.41	0.34	
v/c Ratio	0.11	0.86		0.90	0.56	0.36	0.12	1.03		0.57	0.35	
Control Delay	26.7	50.5		62.5	34.1	2.1	22.2	98.4		27.9	27.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.7	50.5		62.5	34.1	2.1	22.2	98.4		27.9	27.8	
LOS	C	D		E	C	A	C	F		C	C	
Approach Delay		48.5			32.2			90.9			27.8	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	17	245		~177	202	0	14	~224		77	99	
Queue Length 95th (ft)	43	382		#370	328	21	40	#502		155	199	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	417	839		334	771	997	396	334		435	635	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.51		0.90	0.46	0.33	0.10	1.03		0.45	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 96.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 44.8 Intersection LOS: D
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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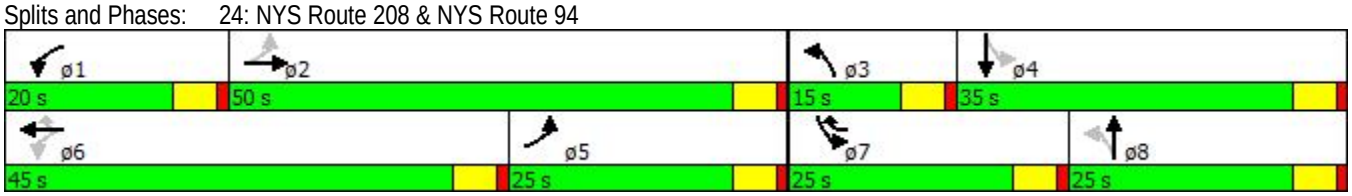
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	28	269	313	290	34	124	183	173	150	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.65		0.98	0.95		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	31	302	352	326	38	139	206	194	169	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	470	443	34	376	428	517	347	148	220	289	421	127
Arrive On Green	0.23	0.29	0.29	0.17	0.23	0.23	0.02	0.22	0.22	0.10	0.30	0.30
Sat Flow, veh/h	1720	1535	119	1792	1881	1549	1723	672	995	1828	1399	422
Grp Volume(v), veh/h	39	0	431	302	352	326	38	0	345	194	0	220
Grp Sat Flow(s),veh/h/ln	1720	0	1654	1792	1881	1549	1723	0	1667	1828	0	1821
Q Serve(g_s), s	0.0	0.0	22.7	14.8	16.1	6.7	1.5	0.0	18.4	7.0	0.0	8.7
Cycle Q Clear(g_c), s	0.0	0.0	22.7	14.8	16.1	6.7	1.5	0.0	18.4	7.0	0.0	8.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.60	1.00		0.23
Lane Grp Cap(c), veh/h	470	0	478	376	428	517	347	0	368	289	0	548
V/C Ratio(X)	0.08	0.00	0.90	0.80	0.82	0.63	0.11	0.00	0.94	0.67	0.00	0.40
Avail Cap(c_a), veh/h	470	0	821	376	830	849	496	0	368	501	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	31.0	35.4	33.3	8.9	26.4	0.0	34.7	24.2	0.0	25.2
Incr Delay (d2), s/veh	0.0	0.0	4.0	11.1	1.5	0.5	0.1	0.0	31.0	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	10.8	8.4	8.5	3.1	0.7	0.0	11.6	3.6	0.0	4.4
LnGrp Delay(d),s/veh	27.1	0.0	35.0	46.5	34.8	9.4	26.5	0.0	65.7	25.2	0.0	25.4
LnGrp LOS	C		D	D	C	A	C		E	C		C
Approach Vol, veh/h		470			980			383			414	
Approach Delay, s/veh		34.4			29.9			61.8			25.3	
Approach LOS		C			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	31.2	7.2	32.3	25.5	25.6	14.5	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.8	24.7	3.5	10.7	2.0	18.1	9.0	20.4
Green Ext Time (p_c), s	0.0	1.4	0.0	2.0	1.5	2.5	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.4
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	600	666	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	645	716	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	653	717	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	600	666	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	645	716	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1377	717	717	0	-	0
Stage 1	717	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	424	893	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	424	893	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	893	-	314	-	-
HCM Lane V/C Ratio	0.008	-	0.24	-	-
HCM Control Delay (s)	9.1	0	20	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.978
Satd. Flow (prot)	1697	0	1818	1575	0	1824
Flt Permitted	0.977					0.485
Satd. Flow (perm)	1697	0	1818	1575	0	904
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	0	1073
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.67		0.53	0.24		1.74
Control Delay	27.7		7.7	0.4		355.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.7		7.7	0.4		355.8
LOS	C		A	A		F
Approach Delay	27.7		5.0			355.8
Approach LOS	C		A			F
Queue Length 50th (ft)	50		106	0		~652
Queue Length 95th (ft)	110		222	0		#941
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1243	1575		618
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.53	0.24		1.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 169.3		Intersection LOS: F	
Intersection Capacity Utilization 110.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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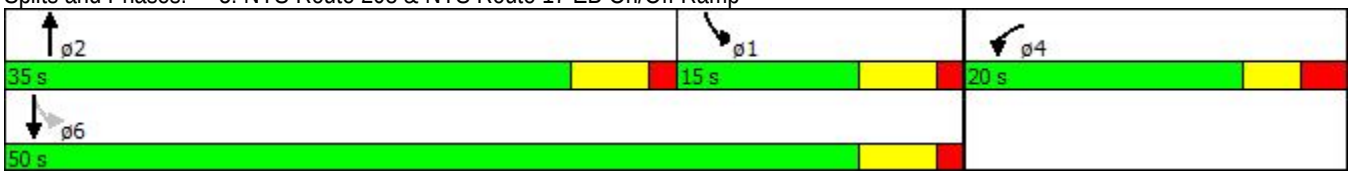
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1698		1818	1575		1823
Flt Permitted	0.98		1.00	1.00		0.48
Satd. Flow (perm)	1698		1818	1575		904
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	111	656	382	492	581
RTOR Reduction (vph)	63	0	0	0	0	0
Lane Group Flow (vph)	145	0	656	382	0	1073
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.6		44.6	65.2		44.6
Effective Green, g (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	250		1243	1575		618
v/s Ratio Prot	c0.09		0.36			
v/s Ratio Perm				0.24		c1.19
v/c Ratio	0.58		0.53	0.24		1.74
Uniform Delay, d1	25.9		5.1	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.0		1.6	0.4		338.0
Delay (s)	27.9		6.7	0.4		348.3
Level of Service	C		A	A		F
Approach Delay (s)	27.9		4.4			348.3
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	165.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.65		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	309	124	0	598	300	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	359	144	0	695	349	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	0	695	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	43.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	309	124	0	598	300	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	359	144	0	695	349	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	503	0	1126	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1046	-	~ 270	641
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1046	-	~ 270	641
Mov Cap-2 Maneuver	-	-	-	-	~ 270	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	550	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	193.5
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1046	-	271
HCM Lane V/C Ratio	-	-	-	-	1.292
HCM Control Delay (s)	-	-	0	-	193.5
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	17.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	15	17	277	15	29	537	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.949			0.994			0.997	
Flt Protected		0.998			0.986			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1678	0	0	1731	0	0	1789	0
Flt Permitted		0.998			0.986			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1678	0	0	1731	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	17	20	322	17	34	565	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	45	0	0	359	0	0	611	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	15	17	277	15	29	537	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	17	20	322	17	34	565	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1026	1018	571	1056	1014	331	577	0	0	340	0	0
Stage 1	639	639	-	370	370	-	-	-	-	-	-	-
Stage 2	387	379	-	686	644	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	199	222	507	269	312	737	982	-	-	1203	-	-
Stage 1	443	450	-	714	681	-	-	-	-	-	-	-
Stage 2	617	597	-	524	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	207	507	204	291	737	982	-	-	1203	-	-
Mov Cap-2 Maneuver	177	207	-	204	291	-	-	-	-	-	-	-
Stage 1	432	431	-	696	664	-	-	-	-	-	-	-
Stage 2	574	582	-	408	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	17.7	0.5	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	982	-	-	405	328	1203	-	-
HCM Lane V/C Ratio	0.02	-	-	0.244	0.138	0.028	-	-
HCM Control Delay (s)	8.7	0	-	16.7	17.7	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.5	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	32	12	126	264	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906				0.986	
Flt Protected	0.985			0.996		
Satd. Flow (prot)	1639	0	0	1766	1784	0
Flt Permitted	0.985			0.996		
Satd. Flow (perm)	1639	0	0	1766	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	39	15	154	322	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	169	360	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	32	12	126	264	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	39	15	154	322	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	524	341	360	0	-	0
Stage 1	341	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	555	715	1182	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	547	715	1182	-	-	-
Mov Cap-2 Maneuver	547	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1182	-	654	-	-
HCM Lane V/C Ratio	0.012	-	0.086	-	-
HCM Control Delay (s)	8.1	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	127	412	113	117	1038
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.971			
Flt Protected	0.970					0.995
Satd. Flow (prot)	1742	0	1799	0	0	1830
Flt Permitted	0.970					0.995
Satd. Flow (perm)	1742	0	1799	0	0	1830
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	137	443	122	126	1116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	0	565	0	0	1242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 119.3%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	67

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	127	412	113	117	1038
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	137	443	122	126	1116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1872	504	0	0	565	0
Stage 1	504	-	-	-	-	-
Stage 2	1368	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 224	653	-	-	1007	-
Stage 1	803	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 150	653	-	-	1007	-
Mov Cap-2 Maneuver	~ 150	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 394.1	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	1007	-
HCM Lane V/C Ratio	-	-	1.746	0.125	-
HCM Control Delay (s)	-	-	$ 394.1	9.1	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	25.1	0.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.978
Satd. Flow (prot)	1697	0	1818	1575	0	1824
Flt Permitted	0.977					0.485
Satd. Flow (perm)	1697	0	1818	1575	0	904
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	0	1073
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.67		0.53	0.24		1.74
Control Delay	27.7		7.7	0.4		355.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.7		7.7	0.4		355.8
LOS	C		A	A		F
Approach Delay	27.7		5.0			355.8
Approach LOS	C		A			F
Queue Length 50th (ft)	50		106	0		~652
Queue Length 95th (ft)	110		222	0		#941
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1243	1575		618
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.53	0.24		1.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 169.3		Intersection LOS: F	
Intersection Capacity Utilization 110.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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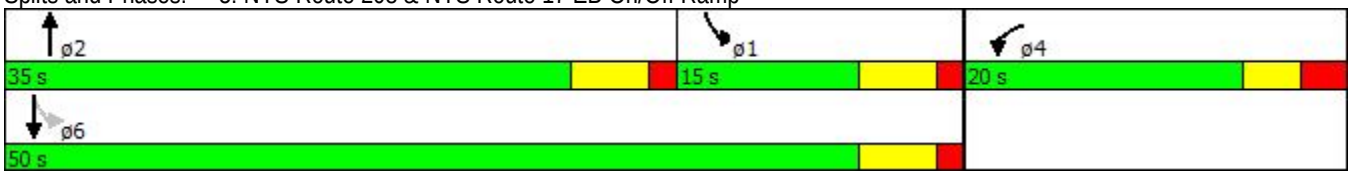
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	103	610	355	458	540
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1865
Adj Flow Rate, veh/h	97	0	656	0	492	581
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	109	25
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	28	33
Grp Volume(v), veh/h	98	0	656	0	1073	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.1	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.1	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.46	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.3	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		656			1073
Approach Delay, s/veh	30.7		17.3			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	151	60	277	358	172	825	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.991			0.992	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1844	1607	0	1666	0
Flt Permitted		0.832			0.730			0.726			0.828	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1351	1607	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				176			416		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	176	70	322	416	200	959	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	176	0	392	416	0	1196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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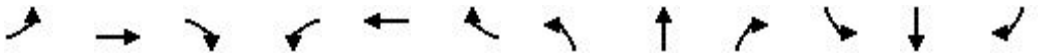

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		13.0			13.0	64.2		39.1	64.2		39.1	
Actuated g/C Ratio		0.20			0.20	1.00		0.61	1.00		0.61	
v/c Ratio		0.16			0.69	0.11		0.48	0.26		1.41	
Control Delay		14.0			36.8	0.1		10.3	0.4		210.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.3	0.4		210.1	
LOS		B			D	A		B	A		F	
Approach Delay		14.0			19.2			5.2			210.1	
Approach LOS		B			B			A			F	
Queue Length 50th (ft)		8			69	0		74	0		~656	
Queue Length 95th (ft)		30			122	0		156	0		#925	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		823	1607		849	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.11		0.48	0.26		1.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 108.7		Intersection LOS: F	
Intersection Capacity Utilization 103.4%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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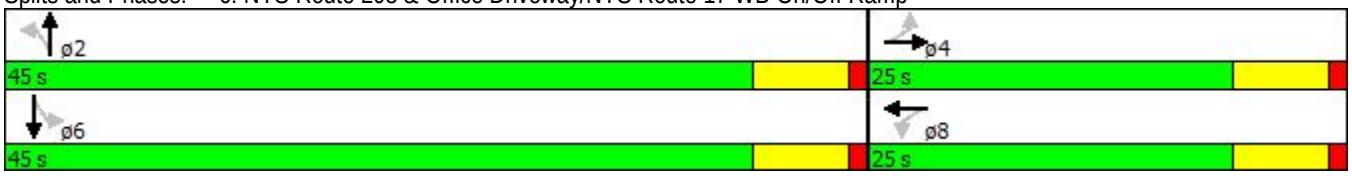
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	151	60	277	358	172	825	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1861	1891	1872	1806	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	322	0	200	959	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	170	724	1039	225	860	32
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	154	1120	1607	240	1330	50
Grp Volume(v), veh/h	50	0	0	191	0	0	392	0	0	1196	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1274	0	1607	1620	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.5	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.18		1.00	0.17		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	936	0	1039	1171	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.42	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	936	0	1039	1171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0	31.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	28.9	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.0	0.0	0.0	43.6	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			392			1196	
Approach Delay, s/veh		21.9			24.0			6.0			43.6	
Approach LOS		C			C			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	442	1060	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1692	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	475	1140	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	514	1149	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	3.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	442	1060	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	475	1140	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1148	0	-	0	1697	1144
Stage 1	-	-	-	-	1144	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	609	-	-	-	84	228
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	609	-	-	-	77	228
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	495	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	49.8
HCM LOS			E

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	609	-	202	-	-
HCM Lane V/C Ratio	0.064	-	0.639	-	-
HCM Control Delay (s)	11.3	0	49.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	3.8	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	437	1032	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	470	1110	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	484	1115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	437	1032	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	470	1110	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1610	1112	1115	0	-	0
Stage 1	1112	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	115	254	626	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	254	626	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	31.1	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	626	-	190	-	-
HCM Lane V/C Ratio	0.022	-	0.277	-	-
HCM Control Delay (s)	10.9	0	31.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	454	1031	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.976	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1764	0
Flt Permitted	0.961			0.999		
Satd. Flow (perm)	1667	0	0	1756	1764	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	493	1121	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	498	1360	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	454	1031	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	493	1121	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1744	1240	1360	0	-	0
Stage 1	1240	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 78	199	505	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 77	199	505	-	-	-
Mov Cap-2 Maneuver	~ 77	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	290.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	505	-	88	-	-
HCM Lane V/C Ratio	0.011	-	1.322	-	-
HCM Control Delay (s)	12.2	0	290.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	8.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	535	1249	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	575	1343	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	577	1344	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	535	1249	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	575	1343	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1924	1344	1344	0	-	0
Stage 1	1344	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	66	179	513	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	179	513	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	179	-	-
HCM Lane V/C Ratio	0.004	-	0.006	-	-
HCM Control Delay (s)	12	0	25.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	407	21	18	905	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.993	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1750	0	0	1759	0
Flt Permitted		0.986			0.960			0.937			0.989	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1643	0	0	1741	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		4			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	428	22	19	953	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	473	0	0	1023	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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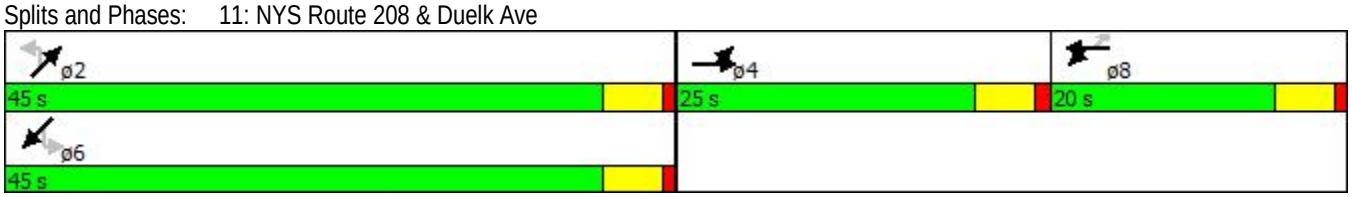
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.2			8.9	8.9		44.9			44.9	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.39			0.41	0.09		0.44			0.90	
Control Delay		20.2			33.5	0.7		10.9			29.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		10.9			29.9	
LOS		C			C	A		B			C	
Approach Delay		20.2			27.0			10.9			29.9	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		11			40	0		107			~423	
Queue Length 95th (ft)		51			87	0		222			#800	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1068			1132	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.44			0.90	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	407	21	18	905	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1825	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	428	22	19	953	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	81	1018	51	66	1062	56
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	35	1631	81	13	1702	90
Grp Volume(v), veh/h	83	0	0	101	0	25	473	0	0	1023	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1748	0	0	1805	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	8.5	0.0	0.0	31.3	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1149	0	0	1184	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.41	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1149	0	0	1184	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.1	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.1	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	4.6	0.0	0.0	18.1	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.2	0.0	0.0	18.9	0.0	0.0
LnGrp LOS	C			C		C	A			B		
Approach Vol, veh/h		83			126			473			1023	
Approach Delay, s/veh		34.2			33.5			7.2			18.9	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	445	947	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1758	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	473	1007	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	482	1013	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	445	947	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	473	1007	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1501	1011	1014	0	-	0
Stage 1	1011	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	108	271	602	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	271	602	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	602	-	186	-	-
HCM Lane V/C Ratio	0.014	-	0.194	-	-
HCM Control Delay (s)	11.1	0	29	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	452	2	2	943
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	481	2	2	1003
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	483	0	0	1005
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	452	2	2	943
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	481	2	2	1003

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1489	482	0	0	483	0
Stage 1	482	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	176	610	-	-	1085	-
Stage 1	675	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	610	-	-	1085	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	199	1085	-
HCM Lane V/C Ratio	-	-	0.064	0.002	-
HCM Control Delay (s)	-	-	24.3	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	454	944	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	478	994	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	478	996	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	454	944	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	478	994	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1473	995	996	0	-	0
Stage 1	995	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	120	284	703	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	284	703	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	703	-	284	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	17.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	449	5	7	934
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1761
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1759	0	0	1761
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	510	6	8	1061
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	516	0	0	1069
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	449	5	7	934
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	510	6	8	1061

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1590	513	0	0	516	0
Stage 1	513	-	-	-	-	-
Stage 2	1077	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	137	579	-	-	870	-
Stage 1	624	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	579	-	-	870	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	259	870	-
HCM Lane V/C Ratio	-	-	0.154	0.009	-
HCM Control Delay (s)	-	-	21.4	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	461	10	3	914	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	496	11	3	983	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	508	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	461	10	3	914	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	496	11	3	983	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1502	1500	984	1495	1495	501	986	0	0	506	0	0
Stage 1	991	991	-	503	503	-	-	-	-	-	-	-
Stage 2	511	509	-	992	992	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	109	133	311	131	158	570	426	-	-	1064	-	-
Stage 1	314	344	-	601	591	-	-	-	-	-	-	-
Stage 2	563	555	-	351	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	132	311	129	157	570	426	-	-	1064	-	-
Mov Cap-2 Maneuver	105	132	-	129	157	-	-	-	-	-	-	-
Stage 1	313	342	-	599	589	-	-	-	-	-	-	-
Stage 2	545	553	-	346	381	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	37.6	30.8	0	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	426	-	-	182	121	1064	-	-
HCM Lane V/C Ratio	0.003	-	-	0.236	0.089	0.003	-	-
HCM Control Delay (s)	13.5	0	-	30.8	37.6	8.4	0	-
HCM Lane LOS	B	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	482	2	2	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1816	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1816	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	524	2	2	998
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	526	0	0	1000
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	482	2	2	918
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	524	2	2	998

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1527	525	0	0	526	0
Stage 1	525	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	168	579	-	-	1046	-
Stage 1	650	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	579	-	-	1046	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	19.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	259	1046	-
HCM Lane V/C Ratio	-	-	0.017	0.002	-
HCM Control Delay (s)	-	-	19.1	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	420	17	5	804	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	447	18	5	855	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	505	0	0	954	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	420	17	5	804	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	447	18	5	855	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1451	1459	902	1458	1497	456	949	0	0	465	0	0
Stage 1	913	913	-	537	537	-	-	-	-	-	-	-
Stage 2	538	546	-	921	960	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	101	120	329	117	134	614	728	-	-	1102	-	-
Stage 1	313	336	-	546	540	-	-	-	-	-	-	-
Stage 2	513	504	-	343	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	110	329	103	123	614	728	-	-	1102	-	-
Mov Cap-2 Maneuver	94	110	-	103	123	-	-	-	-	-	-	-
Stage 1	290	333	-	506	500	-	-	-	-	-	-	-
Stage 2	472	467	-	322	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.1	30.4	0.8	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	728	-	-	152	148	1102	-	-
HCM Lane V/C Ratio	0.056	-	-	0.189	0.043	0.005	-	-
HCM Control Delay (s)	10.2	0	-	34.1	30.4	8.3	0	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	444	28	16	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	477	30	17	1114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	477	30	17	1114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	444	28	16	1036
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	477	30	17	1114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1625	477	0	0	477	0
Stage 1	477	-	-	-	-	-
Stage 2	1148	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	146	583	-	-	998	-
Stage 1	654	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	583	-	-	998	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	998	-
HCM Lane V/C Ratio	-	-	0.209	0.017	-
HCM Control Delay (s)	-	-	27	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	9	19	128	5	5	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.995			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1666	0	1766	0	0	1809
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1666	0	1766	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	11	23	156	6	6	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	162	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	9	19	128	5	5	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	11	23	156	6	6	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	159	0	0	162	0
Stage 1	159	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	512	886	-	-	1417	-
Stage 1	870	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	509	886	-	-	1417	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	716	1417	-
HCM Lane V/C Ratio	-	-	0.048	0.004	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	142	19	427	35	140	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.275	
Satd. Flow (perm)	1770	1583	1845	1599	495	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		22		41		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	165	22	497	41	163	905
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	22	497	41	163	905
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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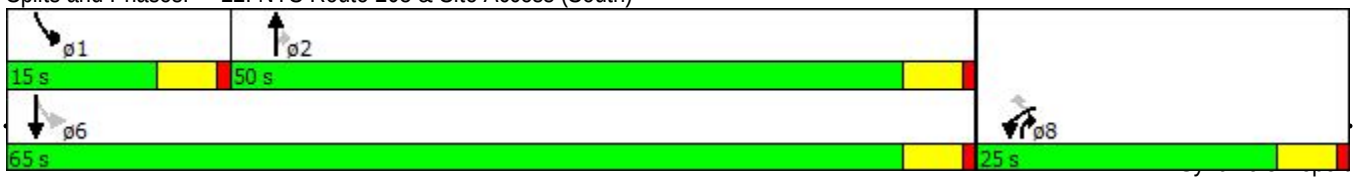
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	Min	Min
Act Effct Green (s)	10.7	10.7	21.6	38.1	34.9	37.0
Actuated g/C Ratio	0.20	0.20	0.41	0.72	0.66	0.70
v/c Ratio	0.46	0.07	0.66	0.04	0.33	0.71
Control Delay	27.6	11.9	18.2	1.0	6.4	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	11.9	18.2	1.0	6.4	11.4
LOS	C	B	B	A	A	B
Approach Delay	25.8		16.9			10.6
Approach LOS	C		B			B
Queue Length 50th (ft)	43	0	121	0	17	171
Queue Length 95th (ft)	130	17	241	5	45	373
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	781	711	1544	1417	595	1718
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.03	0.32	0.03	0.27	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 52.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	142	19	427	35	140	778
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	165	22	497	41	163	905
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	232	207	739	850	531	1159
Arrive On Green	0.13	0.13	0.40	0.40	0.12	0.63
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	165	22	497	41	163	905
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	3.8	0.5	9.4	0.5	1.9	15.3
Cycle Q Clear(g_c), s	3.8	0.5	9.4	0.5	1.9	15.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	232	207	739	850	531	1159
V/C Ratio(X)	0.71	0.11	0.67	0.05	0.31	0.78
Avail Cap(c_a), veh/h	832	742	1946	1896	739	2569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	16.3	10.5	4.8	6.3	5.6
Incr Delay (d2), s/veh	1.5	0.1	0.4	0.0	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	4.8	0.3	0.9	7.4
LnGrp Delay(d),s/veh	19.3	16.4	10.9	4.8	6.5	6.1
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	187		538			1068
Approach Delay, s/veh	18.9		10.4			6.1
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	22.1				32.1		10.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	3.9	11.4				17.3		5.8
Green Ext Time (p_c), s	0.2	5.6				5.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	135	5	7	260	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	167	6	9	321	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	330	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	135	5	7	260	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	167	6	9	321	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	173	0	0	509	508	170	518	511	321
Stage 1	-	-	-	-	-	-	170	170	-	338	338	-
Stage 2	-	-	-	-	-	-	339	338	-	180	173	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1222	-	-	1386	-	-	497	490	874	450	449	707
Stage 1	-	-	-	-	-	-	841	767	-	658	623	-
Stage 2	-	-	-	-	-	-	695	660	-	807	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1386	-	-	493	486	874	437	445	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	486	-	437	445	-
Stage 1	-	-	-	-	-	-	841	767	-	658	618	-
Stage 2	-	-	-	-	-	-	688	655	-	789	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	1222	-	-	1386	-	-	540
HCM Lane V/C Ratio	0.108	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12	0	-	-	7.6	0	-	11.7
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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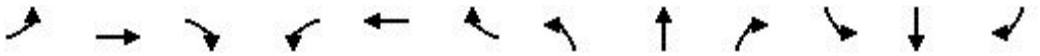

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	267	458	107	68	94	138	104	96	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1682	0	1604	1749	1538	1645	1531	0	1678	1607	0
Flt Permitted	0.481			0.237			0.519			0.366		
Satd. Flow (perm)	765	1682	0	397	1749	1462	881	1531	0	639	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	290	498	116	74	102	150	113	104	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	290	498	116	74	252	0	113	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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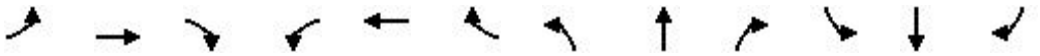

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.3	23.3		32.1	32.1	41.3	26.8	20.6		33.5	25.8	
Actuated g/C Ratio	0.26	0.26		0.36	0.36	0.47	0.30	0.23		0.38	0.29	
v/c Ratio	0.22	0.82		0.83	0.79	0.16	0.23	0.71		0.32	0.53	
Control Delay	28.5	45.7		45.9	37.2	3.3	21.4	46.0		21.9	27.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.5	45.7		45.9	37.2	3.3	21.4	46.0		21.9	27.0	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		43.3			35.6			40.4			25.5	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	26	186		130	255	5	25	127		39	97	
Queue Length 95th (ft)	60	312		#293	432	23	64	#289		92	216	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	459	870		350	801	915	393	358		489	596	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.83	0.62	0.13	0.19	0.70		0.23	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 36.1 Intersection LOS: D
Intersection Capacity Utilization 70.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	267	458	107	68	94	138	104	96	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	290	498	116	74	102	150	113	104	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	361	61	398	571	600	268	133	196	299	148	240
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1638	1342	226	1723	1810	1514	1706	646	950	1741	621	1004
Grp Volume(v), veh/h	61	0	368	290	498	116	74	0	252	113	0	272
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1596	1741	0	1625
Q Serve(g_s), s	0.0	0.0	16.6	10.9	19.3	1.7	2.5	0.0	11.0	3.7	0.0	11.4
Cycle Q Clear(g_c), s	0.0	0.0	16.6	10.9	19.3	1.7	2.5	0.0	11.0	3.7	0.0	11.4
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.60	1.00		0.62
Lane Grp Cap(c), veh/h	328	0	422	398	571	600	268	0	330	299	0	388
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.28	0.00	0.76	0.38	0.00	0.70
Avail Cap(c_a), veh/h	559	0	950	445	975	938	416	0	430	629	0	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	25.9	23.8	24.0	4.6	22.2	0.0	27.8	21.1	0.0	25.8
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.2	2.1	0.1	0.2	0.0	4.1	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.5	9.9	0.9	1.2	0.0	5.2	1.8	0.0	5.2
LnGrp Delay(d),s/veh	27.9	0.0	28.1	28.0	26.1	4.6	22.4	0.0	31.8	21.4	0.0	26.7
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			904			326			385	
Approach Delay, s/veh		28.1			23.9			29.7			25.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	8.5	22.7	14.6	28.4	10.9	20.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	12.9	18.6	4.5	13.4	2.0	21.3	5.7	13.0
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	463	820	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994			0.999		
Satd. Flow (prot)	1858	0	0	1774	1757	0
Flt Permitted	0.994			0.999		
Satd. Flow (perm)	1858	0	0	1774	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	493	872	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	498	873	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	463	820	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	493	872	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1376	873	873	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	149	343	777	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	343	777	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	777	-	298	-	-
HCM Lane V/C Ratio	0.007	-	0.4	-	-
HCM Control Delay (s)	9.7	0	24.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

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CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1701	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1104	0	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	22

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	671	367	1	378	235	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	714	390	1	402	250	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	1313	909
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	632	-	~ 217	359
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	632	-	~ 217	359
Mov Cap-2 Maneuver	-	-	-	-	~ 217	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	720	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	154.7
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	632	-	217
HCM Lane V/C Ratio	-	-	0.002	-	1.152
HCM Control Delay (s)	-	-	10.7	0	154.7
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	12

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1216	1209	369	1232	1211	624	373	0	0	627	0	0
Stage 1	399	399	-	807	807	-	-	-	-	-	-	-
Stage 2	817	810	-	425	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	171	670	217	255	529	1185	-	-	955	-	-
Stage 1	613	589	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	148	670	167	220	529	1185	-	-	955	-	-
Mov Cap-2 Maneuver	126	148	-	167	220	-	-	-	-	-	-	-
Stage 1	541	577	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	248	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.241	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.1	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1727	0	0	1818	1844	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1727	0	0	1818	1844	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	647	225	234	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	485	830	1333	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	470	830	1333	-	-	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1333	-	586	-	-
HCM Lane V/C Ratio	0.024	-	0.085	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.978			
Flt Protected	0.979					0.990
Satd. Flow (prot)	1710	0	1810	0	0	1811
Flt Permitted	0.979					0.990
Satd. Flow (perm)	1710	0	1810	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 145.6%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	185

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	185	1137	227	165	637
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	201	1236	247	179	692

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2410	1359	0	0	1483	0
Stage 1	1359	-	-	-	-	-
Stage 2	1051	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 138	265	-	-	454	-
Stage 1	508	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 50	265	-	-	454	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1394	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	92	454	-
HCM Lane V/C Ratio	-	-	3.887	0.395	-
HCM Control Delay (s)	-	-	$ 1394	18	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	36.8	1.9	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974					0.987
Satd. Flow (prot)	1709	0	1853	1575	0	1857
Flt Permitted	0.974					0.369
Satd. Flow (perm)	1709	0	1853	1575	0	694
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	57			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	0	1187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.91		0.74	0.15		2.67
Control Delay	53.4		13.5	0.2		774.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	53.4		13.5	0.2		774.2
LOS	D		B	A		F
Approach Delay	53.4		10.7			774.2
Approach LOS	D		B			F
Queue Length 50th (ft)	126		226	0		~712
Queue Length 95th (ft)	#273		370	0		#945
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	402		1187	1575		444
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.88		0.74	0.15		2.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.67			
Intersection Signal Delay: 357.5		Intersection LOS: F	
Intersection Capacity Utilization 138.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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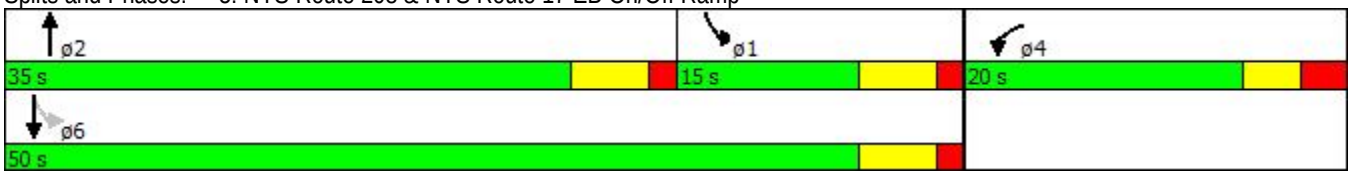
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	82	76
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	109
Grp Volume(v), veh/h	190	0	877	0	1187	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	125	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	38.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	24.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	55.5	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	29.2		55.5			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.996			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1652	0
Flt Permitted		0.228			0.589			0.884			0.583	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1642	1607	0	970	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				317			462		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	0	692	478	0	912	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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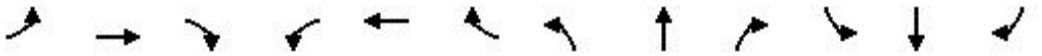

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		1.36			1.70	0.39		0.76	0.30		1.68	
Control Delay		217.4			350.9	0.7		18.7	0.5		335.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	0.7		18.7	0.5		335.1	
LOS		F			F	A		B	A		F	
Approach Delay		217.4			157.6			11.3			335.1	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)		~100			~329	0		208	0		~597	
Queue Length 95th (ft)		#212			#474	0		315	0		#765	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		914	1607		542	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.39		0.76	0.30		1.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.70			
Intersection Signal Delay: 158.6		Intersection LOS: F	
Intersection Capacity Utilization 128.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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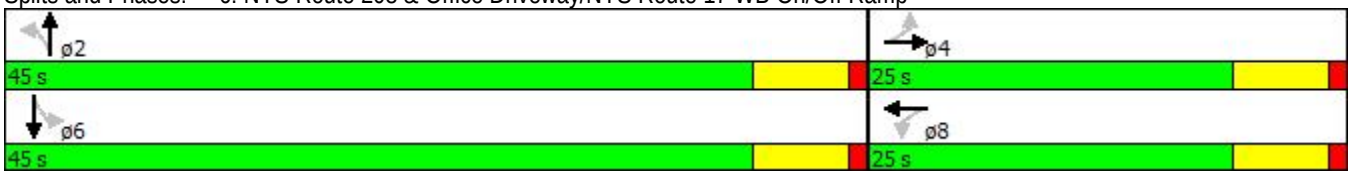
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	100	821	895	155	695	30
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	79	1473	1607	172	1247	53
Grp Volume(v), veh/h	213	0	0	509	0	0	692	0	0	912	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1552	0	1607	1473	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	20.3	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	20.7	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.08		1.00	0.14		0.04
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	965	0	895	922	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.72	0.00	0.00	0.99	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	965	0	895	922	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	10.9	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	4.6	0.0	0.0	27.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	9.9	0.0	0.0	24.0	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	15.5	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	C			F			B			D		
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		21.0			91.5			15.5			43.9	
Approach LOS		C			F			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1678	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1678	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1725	778	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	136.1%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1503	715	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1616	769	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	777	0	-	0	2606	773
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	1833	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	839	-	-	-	20	382
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	114	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	20	382
Mov Cap-2 Maneuver	-	-	-	-	20	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	114	-

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	70.9
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	839	-	100	-	-
HCM Lane V/C Ratio	0.129	-	0.484	-	-
HCM Control Delay (s)	9.9	0	70.9	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	2.1	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	197	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1769	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.0%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	349.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1109	728	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1205	791	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	825	859	0	-	0
Stage 1	825	-	-	-	-	-
Stage 2	1242	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 47	356	782	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	~ 237	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 44	356	782	-	-	-
Mov Cap-2 Maneuver	~ 44	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	~ 220	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2637.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	782	-	49	-	-
HCM Lane V/C Ratio	0.024	-	6.5	-	-
HCM Control Delay (s)	9.7	$	2637.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	36.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.7%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2276	831	832	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	194	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.971			0.915	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1705	0	0	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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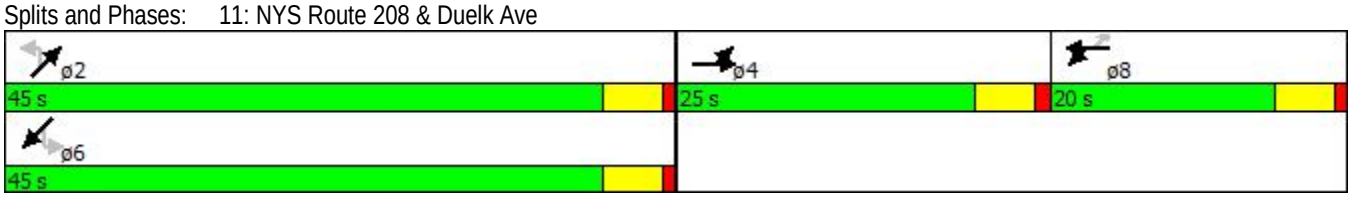
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.3			7.7	7.7		44.7			44.7	
Actuated g/C Ratio		0.09			0.11	0.11		0.66			0.66	
v/c Ratio		0.36			0.30	0.08		1.15			0.70	
Control Delay		24.0			32.2	0.6		99.6			16.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		99.6			16.8	
LOS		C			C	A		F			B	
Approach Delay		24.0			24.4			99.6			16.8	
Approach LOS		C			C			F			B	
Queue Length 50th (ft)		16			26	0		~722			217	
Queue Length 95th (ft)		52			63	0		#1060			#504	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1124			1056	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.15			0.70	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 66.1 Intersection LOS: E
Intersection Capacity Utilization 93.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	74	1007	113	81	1010	42
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	23	1574	177	33	1579	65
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1774	0	0	1677	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	15.7	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1194	0	0	1134	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.08	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1194	0	0	1134	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.1	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	52.1	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	37.5	0.0	0.0	8.6	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	64.2	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	C			C		C	F			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		32.7			31.8			64.2			9.9	
Approach LOS		C			C			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1898	702	709	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1196	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	890	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	890	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	226	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	890	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	711	713	0	-	0
Stage 1	711	-	-	-	-	-
Stage 2	1151	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1887	1141	0	0	1151	0
Stage 1	1141	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	96	260	-	-	607	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	90	260	-	-	607	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.2	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	151	607	-
HCM Lane V/C Ratio	-	-	0.185	0.035	-
HCM Control Delay (s)	-	-	34.2	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1919	1936	711	1925	1924	1124	719	0	0	1143	0	0
Stage 1	782	782	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1137	1154	-	791	790	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	261	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	253	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	1158	0	0	1159	0
Stage 1	1158	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	363	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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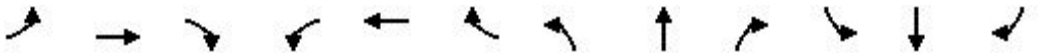

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1950	1956	672	1934	1948	1156	691	0	0	1184	0	0
Stage 1	699	699	-	1230	1230	-	-	-	-	-	-	-
Stage 2	1251	1257	-	704	718	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	414	425	-	233	268	-	-	-	-	-	-	-
Stage 2	197	226	-	445	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	205	235	-	-	-	-	-	-	-
Stage 2	144	198	-	419	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1228	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	509	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	509	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	509	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1820	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1820	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1674	1045	0	0	1057	0
Stage 1	1045	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	278	-	-	659	-
Stage 1	339	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	278	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.6	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	171	659	-
HCM Lane V/C Ratio	-	-	0.108	0.035	-
HCM Control Delay (s)	-	-	28.6	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.129	
Satd. Flow (perm)	1770	1583	1845	1599	232	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155		157		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	155	978	157	22	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	8.2	8.2	46.2	62.7	49.8	49.8
Actuated g/C Ratio	0.12	0.12	0.68	0.92	0.73	0.73
v/c Ratio	0.43	0.48	0.78	0.11	0.08	0.50
Control Delay	35.0	10.9	16.2	0.5	3.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	10.9	16.2	0.5	3.5	5.7
LOS	D	B	B	A	A	A
Approach Delay	19.8		14.1			5.6
Approach LOS	B		B			A
Queue Length 50th (ft)	33	0	169	0	2	84
Queue Length 95th (ft)	82	49	#681	8	8	186
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	525	578	1252	1552	389	1611
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.78	0.10	0.06	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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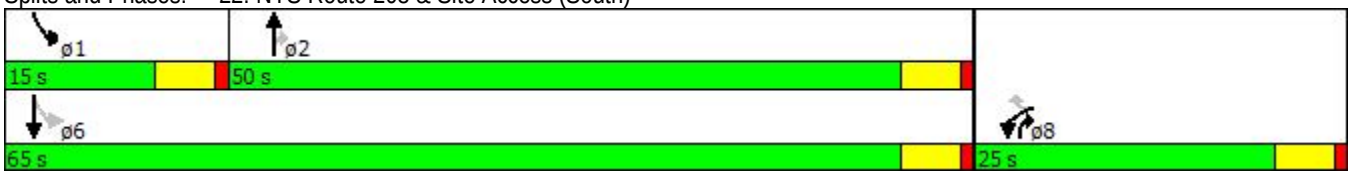
Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	86	146	919	148	21	617
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	91	155	978	157	22	656
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	240	214	1094	1165	230	1268
Arrive On Green	0.14	0.14	0.59	0.59	0.03	0.70
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	91	155	978	157	22	656
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	2.8	5.7	28.0	1.8	0.3	10.4
Cycle Q Clear(g_c), s	2.8	5.7	28.0	1.8	0.3	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	240	214	1094	1165	230	1268
V/C Ratio(X)	0.38	0.72	0.89	0.13	0.10	0.52
Avail Cap(c_a), veh/h	582	520	1363	1398	476	1782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	25.2	10.7	2.5	11.5	4.3
Incr Delay (d2), s/veh	0.4	1.7	5.9	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	15.7	1.2	0.2	5.1
LnGrp Delay(d),s/veh	24.4	27.0	16.6	2.5	11.5	4.4
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	246		1135			678
Approach Delay, s/veh	26.0		14.7			4.6
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.6	41.1				47.7		13.2
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	30.0				12.4		7.7
Green Ext Time (p_c), s	0.0	6.2				8.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	633	633	374	639	644	220
Stage 1	-	-	-	-	-	-	374	374	-	259	259	-
Stage 2	-	-	-	-	-	-	259	259	-	380	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	421	426	686	375	378	815
Stage 1	-	-	-	-	-	-	674	644	-	735	684	-
Stage 2	-	-	-	-	-	-	768	714	-	629	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	415	418	686	363	371	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	418	-	363	371	-
Stage 1	-	-	-	-	-	-	674	644	-	735	671	-
Stage 2	-	-	-	-	-	-	753	700	-	617	598	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	12.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.053	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.4	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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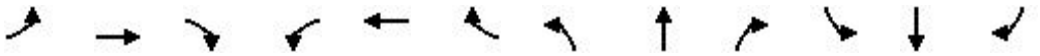

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1695	0	1604	1749	1538	1645	1508	0	1678	1714	0
Flt Permitted	0.539			0.241			0.621			0.144		
Satd. Flow (perm)	855	1695	0	403	1749	1467	1054	1508	0	254	1714	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				164					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.6	23.6		33.4	33.4	47.8	25.4	20.4		39.9	34.1	
Actuated g/C Ratio	0.25	0.25		0.35	0.35	0.50	0.27	0.21		0.42	0.36	
v/c Ratio	0.16	0.88		0.80	0.61	0.20	0.11	1.52		0.62	0.35	
Control Delay	32.2	57.8		46.7	34.1	1.8	21.2	282.3		30.0	25.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	57.8		46.7	34.1	1.8	21.2	282.3		30.0	25.7	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.1			32.0			265.0			27.7	
Approach LOS		E			C			F			C	
Queue Length 50th (ft)	22	223		165	230	0	14	~463		87	102	
Queue Length 95th (ft)	54	#398		#272	325	17	34	#710		154	177	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	310	510		397	727	912	400	322		410	625	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.73		0.71	0.52	0.18	0.09	1.52		0.48	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.52
Intersection Signal Delay: 91.8 Intersection LOS: F
Intersection Capacity Utilization 86.6% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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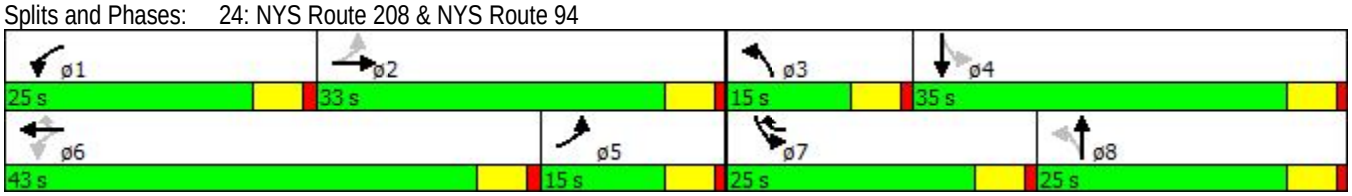
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.57		0.98	0.95		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	403	362	44	392	437	533	354	115	241	273	368	173
Arrive On Green	0.20	0.26	0.26	0.18	0.24	0.24	0.02	0.23	0.23	0.11	0.31	0.31
Sat Flow, veh/h	1638	1408	171	1723	1810	1506	1706	510	1065	1741	1170	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1638	0	1578	1723	1810	1506	1706	0	1575	1741	0	1720
Q Serve(g_s), s	0.0	0.0	20.1	13.7	17.5	3.1	1.4	0.0	20.0	7.3	0.0	8.8
Cycle Q Clear(g_c), s	0.0	0.0	20.1	13.7	17.5	3.1	1.4	0.0	20.0	7.3	0.0	8.8
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	403	0	406	392	437	533	354	0	357	273	0	540
V/C Ratio(X)	0.11	0.00	0.91	0.72	0.86	0.31	0.10	0.00	1.38	0.73	0.00	0.41
Avail Cap(c_a), veh/h	403	0	500	472	778	817	509	0	357	475	0	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	31.8	33.2	32.1	7.1	25.5	0.0	34.2	23.2	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.0	16.6	3.0	1.9	0.1	0.0	0.0	186.5	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.6	6.8	9.0	1.5	0.6	0.0	27.1	3.5	0.0	4.2
LnGrp Delay(d),s/veh	28.6	0.0	48.4	36.2	34.0	7.2	25.5	0.0	220.7	24.6	0.0	24.0
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		46.3			29.4			207.7			24.3	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	27.8	7.0	32.8	22.3	26.3	14.7	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	15.7	22.1	3.4	10.8	2.0	19.5	9.3	22.0
Green Ext Time (p_c), s	0.2	0.7	0.0	2.7	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.7
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	242	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974					0.987
Satd. Flow (prot)	1709	0	1853	1575	0	1857
Flt Permitted	0.974					0.369
Satd. Flow (perm)	1709	0	1853	1575	0	694
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	57			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	0	1187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.91		0.74	0.15		2.67
Control Delay	53.4		13.5	0.2		774.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	53.4		13.5	0.2		774.2
LOS	D		B	A		F
Approach Delay	53.4		10.7			774.2
Approach LOS	D		B			F
Queue Length 50th (ft)	126		226	0		~712
Queue Length 95th (ft)	#273		370	0		#945
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	402		1187	1575		444
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.88		0.74	0.15		2.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.67			
Intersection Signal Delay: 357.5		Intersection LOS: F	
Intersection Capacity Utilization 138.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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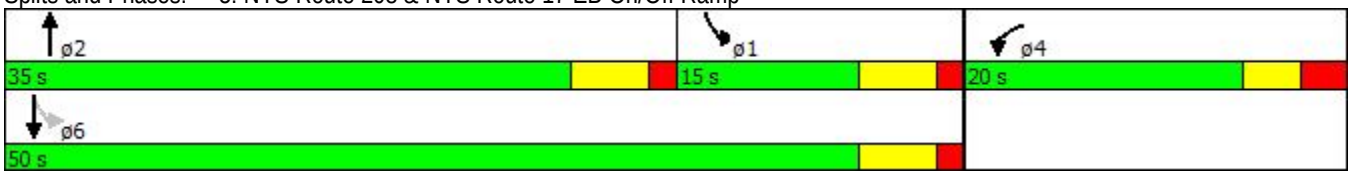
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1709		1853	1575		1857
Flt Permitted	0.97		1.00	1.00		0.37
Satd. Flow (perm)	1709		1853	1575		695
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
RTOR Reduction (vph)	46	0	0	0	0	0
Lane Group Flow (vph)	308	0	877	239	0	1187
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.9		44.5	69.4		44.5
Effective Green, g (s)	13.9		44.5	69.4		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	342		1188	1575		445
v/s Ratio Prot	c0.18		0.47			
v/s Ratio Perm				0.15		c1.71
v/c Ratio	0.90		0.74	0.15		2.67
Uniform Delay, d1	27.1		8.5	0.0		12.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	25.2		4.1	0.2		756.8
Delay (s)	52.3		12.6	0.2		769.2
Level of Service	D		B	A		F
Approach Delay (s)	52.3		10.0			769.2
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	354.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.41		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	138.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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CLOVEWOOD

BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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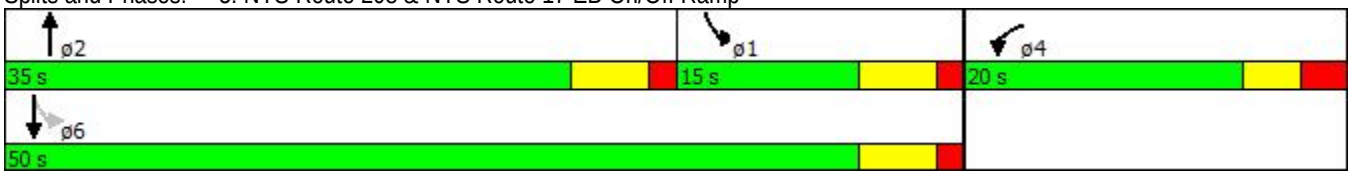
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1673		1818	1575		1830
Flt Permitted	0.97		1.00	1.00		0.45
Satd. Flow (perm)	1673		1818	1575		834
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	137	790	236	292	814
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	276	0	790	236	0	1106
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.5		44.5	69.0		44.5
Effective Green, g (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	327		1172	1575		537
v/s Ratio Prot	c0.16		0.43			
v/s Ratio Perm				0.15		c1.33
v/c Ratio	0.84		0.67	0.15		2.06
Uniform Delay, d1	26.7		7.7	0.0		12.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	17.0		3.1	0.2		483.2
Delay (s)	43.7		10.8	0.2		495.5
Level of Service	D		B	A		F
Approach Delay (s)	43.7		8.4			495.5
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	233.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	632	349	0	364	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	652	360	0	375	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1011	0	1206	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	694	-	~ 249	399
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	~ 249	399
Mov Cap-2 Maneuver	-	-	-	-	~ 249	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	694	-	250
HCM Lane V/C Ratio	-	-	-	-	1.043
HCM Control Delay (s)	-	-	0	-	111.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	1	78	567	4	2	345	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.993			0.999			0.994	
Flt Protected		0.993			0.995			0.994				
Satd. Flow (prot)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Flt Permitted		0.993			0.995			0.994				
Satd. Flow (perm)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	1	84	610	4	2	356	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	19	0	0	698	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	1	78	567	4	2	345	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	1	84	610	4	2	356	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1150	364	1179	1156	612	372	0	0	614	0	0
Stage 1	368	368	-	780	780	-	-	-	-	-	-	-
Stage 2	788	782	-	399	376	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	182	672	187	265	541	1198	-	-	975	-	-
Stage 1	643	600	-	403	495	-	-	-	-	-	-	-
Stage 2	371	381	-	605	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	162	672	147	236	541	1198	-	-	975	-	-
Mov Cap-2 Maneuver	142	162	-	147	236	-	-	-	-	-	-	-
Stage 1	575	598	-	360	443	-	-	-	-	-	-	-
Stage 2	319	341	-	546	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	22.2	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	293	228	975	-	-
HCM Lane V/C Ratio	0.07	-	-	0.25	0.085	0.002	-	-
HCM Control Delay (s)	8.2	0	-	21.3	22.2	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	18	27	323	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1864	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	20	30	363	264	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	393	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	18	27	323	235	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	20	30	363	264	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	786	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	786	1287	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1287	-	570	-	-
HCM Lane V/C Ratio	0.024	-	0.071	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	1656	0	1849	0	0	1846
Flt Permitted	0.971					0.991
Satd. Flow (perm)	1656	0	1849	0	0	1846
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 128.3%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	44.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	98	944	240	133	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	103	994	253	140	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2052	1120	0	0	1246	0
Stage 1	1120	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	185	335	-	-	548	-
Stage 1	568	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 111	335	-	-	548	-
Mov Cap-2 Maneuver	~ 111	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 389	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	548	-
HCM Lane V/C Ratio	-	-	1.69	0.255	-
HCM Control Delay (s)	-	-	$ 389	13.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	18.4	1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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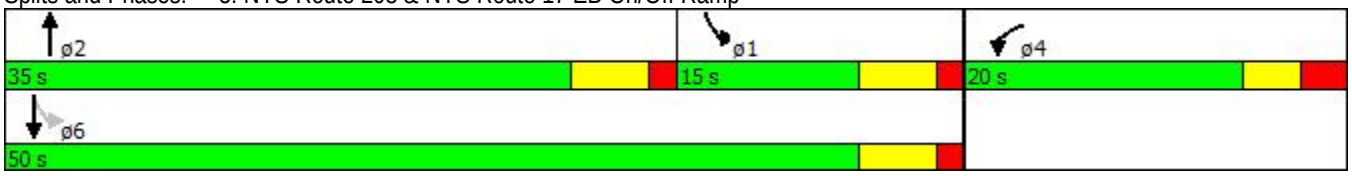
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	225	0	840	728	83	85
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.70
Sat Flow, veh/h	1732	0	1818	1575	16	122
Grp Volume(v), veh/h	180	0	790	0	1106	0
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	138	0
Q Serve(g_s), s	6.4	0.0	26.4	0.0	49.7	0.0
Cycle Q Clear(g_c), s	6.4	0.0	26.4	0.0	49.7	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	227	0	840	728	0	0
V/C Ratio(X)	0.79	0.00	0.94	0.00	0.00	0.00
Avail Cap(c_a), veh/h	396	0	840	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	16.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	19.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	17.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	35.8	0.0	0.0	0.0
LnGrp LOS	C		D			
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	29.3		35.8			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		13.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.4		51.7		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1895	1607	0	1709	0
Flt Permitted		0.486			0.638			0.891			0.694	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1695	1607	0	1196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				284			350		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	459	0	591	350	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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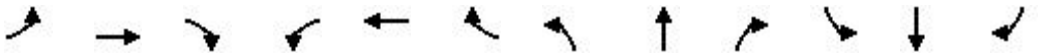

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.60			1.26	0.28		0.63	0.22		1.18	
Control Delay		22.7			168.0	0.4		14.3	0.3		116.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.4		14.3	0.3		116.1	
LOS		C			F	A		B	A		F	
Approach Delay		22.7			80.1			9.1			116.1	
Approach LOS		C			F			A			F	
Queue Length 50th (ft)		34			~231	0		157	0		~420	
Queue Length 95th (ft)		#103			#391	0		257	0		#627	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		944	1607		668	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.28		0.63	0.22		1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 62.7		Intersection LOS: E	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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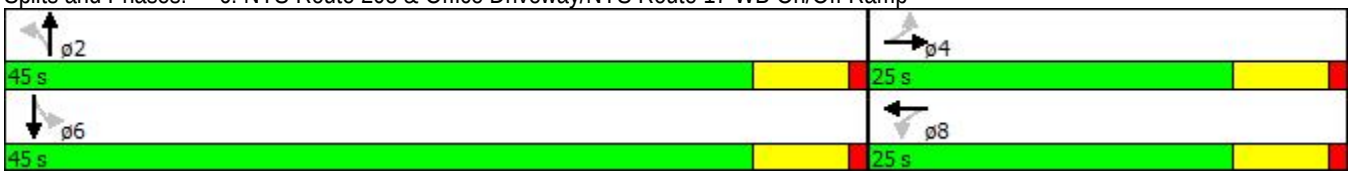
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1928	1903	1891	1872	1854	1872
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	186	120	260	444	18	438	108	922	895	173	762	30
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	440	443	958	1265	67	1615	94	1655	1607	203	1368	54
Grp Volume(v), veh/h	173	0	0	416	0	0	591	0	0	789	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1332	0	1615	1749	0	1607	1625	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	21.0	0.0	0.0	13.6	0.0	0.0	26.9	0.0	0.0
Prop In Lane	0.30		0.52	0.95		1.00	0.09		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.83	0.00	0.00	0.55	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	25.6	0.0	0.0	9.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.8	0.0	0.0	2.0	0.0	0.0	6.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	9.3	0.0	0.0	7.2	0.0	0.0	13.0	0.0	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	36.4	0.0	0.0	11.8	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	C			D			B			B		
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		20.4			36.4			11.8			18.3	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		7.4		0.0		23.0
Green Ext Time (p_c), s		0.0		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	948	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.923	
Flt Protected		0.995			0.979	
Satd. Flow (prot)	0	1740	1721	0	1926	0
Flt Permitted		0.995			0.979	
Satd. Flow (perm)	0	1740	1721	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	977	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	708	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	6.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	948	655	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	977	675	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	1869	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1177	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	900	-	-	-	65	431
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	259	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	49	431
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	196	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	136.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	900	-	99	-	-
HCM Lane V/C Ratio	0.111	-	0.875	-	-
HCM Control Delay (s)	9.5	0	136.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	946	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	996	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1036	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	946	670	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	996	705	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1785	709	713	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1076	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	68	438	896	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	438	896	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	239	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.6	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	182	-	-
HCM Lane V/C Ratio	0.045	-	0.127	-	-
HCM Control Delay (s)	9.2	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	976	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1698	0	0	1808	1815	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1698	0	0	1808	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1027	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1038	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	149.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	976	706	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1027	743	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1829	781	818	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 69	381	819	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 67	381	819	-	-	-
Mov Cap-2 Maneuver	~ 67	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1220.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	75	-	-
HCM Lane V/C Ratio	0.013	-	3.453	-	-
HCM Control Delay (s)	9.5	$	1220.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	26.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1183	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1232	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1238	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1183	772	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1232	804	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2050	805	806	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1245	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	377	828	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	377	828	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	250	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	139	-	-
HCM Lane V/C Ratio	0.008	-	0.052	-	-
HCM Control Delay (s)	9.4	0	32.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	816	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.987			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1798	0	0	1795	0
Flt Permitted		0.969			0.957			0.953			0.956	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1717	0	0	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	833	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	970	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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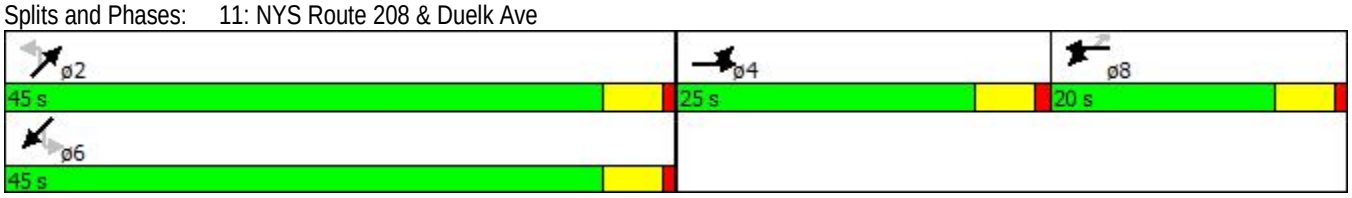
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.65			0.65	
v/c Ratio		0.34			0.32	0.08		0.86			0.58	
Control Delay		29.2			32.4	0.6		25.4			12.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		25.4			12.9	
LOS		C			C	A		C			B	
Approach Delay		29.2			24.9			25.4			12.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		21			30	0		356			170	
Queue Length 95th (ft)		57			68	0		#723			336	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1125			1126	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		0.86			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.5			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	816	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	833	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	64	12	24	111	13	107	89	1011	110	77	1101	42
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1155	215	430	1699	206	1640	45	1579	172	27	1720	66
Grp Volume(v), veh/h	67	0	0	74	0	23	970	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1797	0	0	1813	0	0
Q Serve(g_s), s	2.3	0.0	0.0	2.4	0.0	0.8	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.8	25.6	0.0	0.0	12.3	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.05		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	124	0	107	1210	0	0	1220	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.60	0.00	0.22	0.80	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	576	0	0	457	0	393	1210	0	0	1220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.4	0.0	27.7	8.5	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	4.5	0.0	1.0	5.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.4	14.6	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	32.9	0.0	28.7	14.2	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	B			A		
Approach Vol, veh/h		67			97			970			656	
Approach Delay, s/veh		32.0			31.9			14.2			8.0	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.4		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.3		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	850	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1707	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	859	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	891	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	850	620	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	859	626	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1556	633	639	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	106	460	955	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	460	955	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	28.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	955	-	191	-	-
HCM Lane V/C Ratio	0.034	-	0.206	-	-
HCM Control Delay (s)	8.9	0	28.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	843	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	852	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	874	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	843	22	3	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	852	22	3	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1495	863	0	0	874	0
Stage 1	863	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	384	-	-	781	-
Stage 1	481	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	384	-	-	781	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	23.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	210	781	-
HCM Lane V/C Ratio	-	-	0.091	0.004	-
HCM Control Delay (s)	-	-	23.9	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	846	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	872	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	875	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	846	621	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	872	640	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1519	641	642	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	112	462	952	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	462	952	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	25.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	952	-	179	-	-
HCM Lane V/C Ratio	0.003	-	0.023	-	-
HCM Control Delay (s)	8.8	0	25.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	832	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	858	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	874	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	832	16	25	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	858	16	26	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1545	866	0	0	874	0
Stage 1	866	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	151	373	-	-	781	-
Stage 1	457	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	373	-	-	781	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	219	781	-
HCM Lane V/C Ratio	-	-	0.151	0.033	-
HCM Control Delay (s)	-	-	24.3	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	808	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.994			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	833	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	876	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	808	35	15	598	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	833	36	15	616	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1528	1537	622	1522	1523	851	627	0	0	869	0	0
Stage 1	653	653	-	865	865	-	-	-	-	-	-	-
Stage 2	875	884	-	657	658	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	127	499	126	154	390	965	-	-	784	-	-
Stage 1	476	484	-	406	432	-	-	-	-	-	-	-
Stage 2	364	385	-	510	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	122	499	119	147	390	965	-	-	784	-	-
Mov Cap-2 Maneuver	97	122	-	119	147	-	-	-	-	-	-	-
Stage 1	469	470	-	400	426	-	-	-	-	-	-	-
Stage 2	342	380	-	486	503	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	33.9	38.5	0.1	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	965	-	-	155	145	784	-	-
HCM Lane V/C Ratio	0.007	-	-	0.313	0.142	0.02	-	-
HCM Control Delay (s)	8.8	0	-	38.5	33.9	9.7	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	831	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	848	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	850	0	0	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	831	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	848	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1486	849	0	0	850	0
Stage 1	849	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	177	390	-	-	797	-
Stage 1	487	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	390	-	-	797	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	243	797	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	20.1	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.957			0.981			0.999			0.998	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	924	24	20	556	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	943	24	20	567	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	1642	587	1632	1650	955	607	0	0	967	0	0
Stage 1	628	628	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1019	1014	-	630	648	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	92	505	90	109	325	981	-	-	720	-	-
Stage 1	458	463	-	312	341	-	-	-	-	-	-	-
Stage 2	272	301	-	490	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	84	505	83	99	325	981	-	-	720	-	-
Mov Cap-2 Maneuver	60	84	-	83	99	-	-	-	-	-	-	-
Stage 1	435	444	-	296	324	-	-	-	-	-	-	-
Stage 2	231	286	-	466	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	44.7	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	65	147	720	-	-
HCM Lane V/C Ratio	0.024	-	-	0.424	0.396	0.028	-	-
HCM Control Delay (s)	8.8	0	-	96.2	44.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	972	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1045	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1045	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	972	3	2	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1045	3	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1842	1045	0	0	1045	0
Stage 1	1045	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	126	304	-	-	673	-
Stage 1	431	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	304	-	-	673	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	176	673	-
HCM Lane V/C Ratio	-	-	0.177	0.003	-
HCM Control Delay (s)	-	-	29.8	10.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	349	0	0	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1825	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1825	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	392	0	0	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	392	0	0	284
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	0	0	349	0	0	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	392	0	0	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	676	392	0	0	392	0
Stage 1	392	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	657	-	-	1167	-
Stage 1	683	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	657	-	-	1167	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	1167	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	1863	1583	1900	1881	1801	1845
Flt Permitted						
Satd. Flow (perm)	1863	1583	1900	1881	1801	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		290				
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	139	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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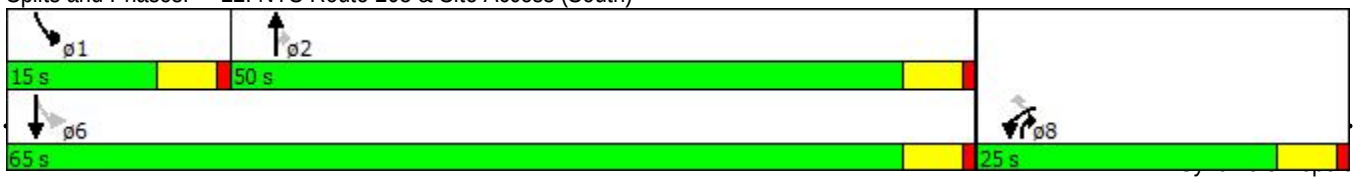
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)		5.0	28.5			28.5
Actuated g/C Ratio		0.11	0.65			0.65
v/c Ratio		0.32	0.69			0.53
Control Delay		1.9	8.4			6.0
Queue Delay		0.0	0.0			0.0
Total Delay		1.9	8.4			6.0
LOS		A	A			A
Approach Delay			8.4			6.0
Approach LOS			A			A
Queue Length 50th (ft)		0	98			62
Queue Length 95th (ft)		0	186			113
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)						
Base Capacity (vph)		885	1884			1845
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		0	0			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.16	0.46			0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	135	833	0	0	622
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1845
Adj Flow Rate, veh/h	0	139	859	0	0	641
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	1	2	2	3
Cap, veh/h	201	179	1085	1094	392	1053
Arrive On Green	0.00	0.11	0.57	0.00	0.00	0.57
Sat Flow, veh/h	1774	1583	1900	1599	1774	1845
Grp Volume(v), veh/h	0	139	859	0	0	641
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1845
Q Serve(g_s), s	0.0	2.7	11.2	0.0	0.0	7.2
Cycle Q Clear(g_c), s	0.0	2.7	11.2	0.0	0.0	7.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	201	179	1085	1094	392	1053
V/C Ratio(X)	0.00	0.78	0.79	0.00	0.00	0.61
Avail Cap(c_a), veh/h	1121	1001	2702	2455	947	3498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	5.3	0.0	0.0	4.5
Incr Delay (d2), s/veh	0.0	2.7	0.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	5.6	0.0	0.0	3.6
LnGrp Delay(d),s/veh	0.0	16.4	5.8	0.0	0.0	4.7
LnGrp LOS		B	A			A
Approach Vol, veh/h	139		859			641
Approach Delay, s/veh	16.4		5.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	0.0	23.1				23.1		8.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	0.0	12.2				10.2		4.7
Green Ext Time (p_c), s	0.0	5.9				6.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	310	31	16	242	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	348	35	18	272	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	291	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	310	31	16	242	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	348	35	18	272	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	383	0	0	675	675	366	677	691	272
Stage 1	-	-	-	-	-	-	366	366	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	369	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1187	-	-	399	408	698	356	356	766
Stage 1	-	-	-	-	-	-	685	652	-	694	653	-
Stage 2	-	-	-	-	-	-	730	686	-	642	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1187	-	-	393	401	698	348	350	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	401	-	348	350	-
Stage 1	-	-	-	-	-	-	685	652	-	694	641	-
Stage 2	-	-	-	-	-	-	716	674	-	636	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1302	-	-	1187	-	-	479
HCM Lane V/C Ratio	0.047	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.3	0	-	-	8.1	0	-	12.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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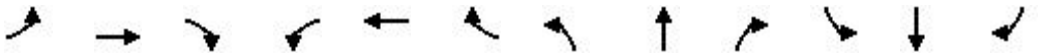

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1732	0	1652	1670	1583	1599	1510	0	1695	1685	0
Flt Permitted	0.531			0.195			0.635			0.145		
Satd. Flow (perm)	851	1732	0	336	1670	1510	1047	1510	0	259	1685	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				159					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	26.3	26.3		35.6	35.6	50.6	25.4	20.3		40.4	34.3	
Actuated g/C Ratio	0.27	0.27		0.37	0.37	0.52	0.26	0.21		0.42	0.35	
v/c Ratio	0.17	0.90		0.78	0.64	0.18	0.13	1.42		0.64	0.32	
Control Delay	32.0	58.7		43.5	34.0	1.6	21.2	239.3		30.8	24.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.0	58.7		43.5	34.0	1.6	21.2	239.3		30.8	24.6	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.8			30.6			221.8			27.8	
Approach LOS		E			C			F			C	
Queue Length 50th (ft)	24	254		140	237	0	15	~394		90	84	
Queue Length 95th (ft)	59	#479		#218	337	16	37	#642		164	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	321	509		398	690	952	386	315		407	611	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.83		0.64	0.57	0.17	0.10	1.42		0.52	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 97
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 78.5 Intersection LOS: E
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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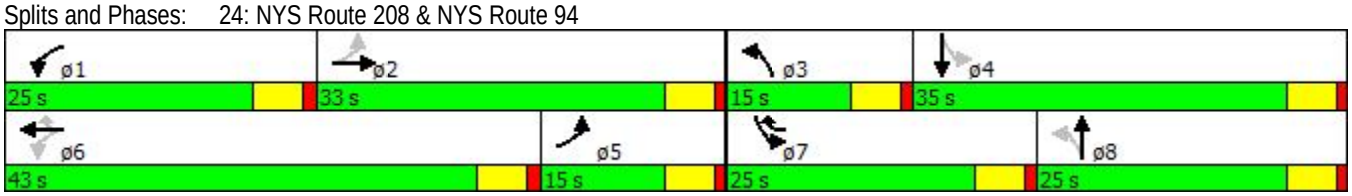
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.98	0.98		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1817	1881	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	390	424	32	355	448	584	366	106	247	282	345	185
Arrive On Green	0.18	0.28	0.28	0.15	0.26	0.26	0.03	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1654	1499	114	1774	1727	1553	1659	476	1103	1757	1101	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1654	0	1613	1774	1727	1553	1659	0	1579	1757	0	1691
Q Serve(g_s), s	0.0	0.0	22.8	11.6	19.4	2.9	1.6	0.0	20.0	7.8	0.0	8.0
Cycle Q Clear(g_c), s	0.0	0.0	22.8	11.6	19.4	2.9	1.6	0.0	20.0	7.8	0.0	8.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	390	0	456	355	448	584	366	0	353	282	0	530
V/C Ratio(X)	0.13	0.00	0.93	0.72	0.87	0.27	0.11	0.00	1.27	0.75	0.00	0.37
Avail Cap(c_a), veh/h	390	0	505	478	734	842	509	0	353	474	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	31.1	31.5	31.7	6.6	25.8	0.0	34.7	23.4	0.0	23.8
Incr Delay (d2), s/veh	0.1	0.0	21.3	1.8	3.6	0.1	0.0	0.0	141.1	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.8	5.8	9.7	1.5	0.7	0.0	22.5	3.8	0.0	3.8
LnGrp Delay(d),s/veh	30.0	0.0	52.4	33.3	35.3	6.7	25.9	0.0	175.8	24.9	0.0	24.0
LnGrp LOS	C		D	C	D	A	C		F	C		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		50.0			29.0			163.8			24.5	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	30.3	7.2	33.0	20.9	28.2	15.3	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.6	24.8	3.6	10.0	2.0	21.4	9.8	22.0
Green Ext Time (p_c), s	0.2	0.5	0.0	2.4	1.0	1.8	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	951	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	970	594	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	987	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	951	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	970	594	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	594	594	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	500	992	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	992	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	220	-	-
HCM Lane V/C Ratio	0.017	-	0.278	-	-
HCM Control Delay (s)	8.7	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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CLOVEWOOD

BUILD CONDITIONS

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.2
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 74.0 Intersection LOS: E
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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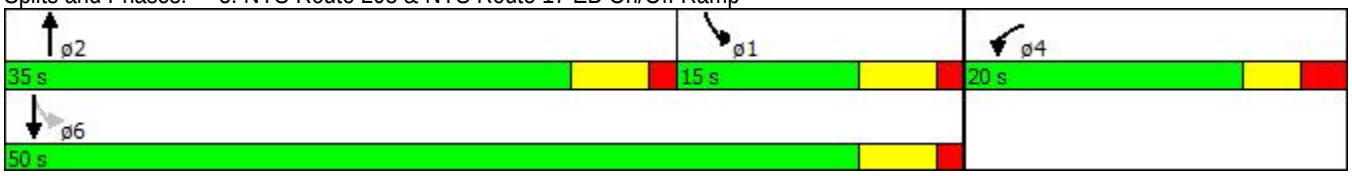
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1635		1853	1560		1861
Flt Permitted	0.97		1.00	1.00		0.55
Satd. Flow (perm)	1635		1853	1560		1041
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	62	639	243	334	580
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	122	0	639	243	0	914
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		46.0	66.2		46.0
Effective Green, g (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	227		1287	1560		723
v/s Ratio Prot	c0.07		0.34			
v/s Ratio Perm				0.16		c0.88
v/c Ratio	0.54		0.50	0.16		1.26
Uniform Delay, d1	26.5		4.7	0.0		10.1
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.2		1.4	0.2		129.8
Delay (s)	27.7		6.1	0.2		139.9
Level of Service	C		A	A		F
Approach Delay (s)	27.7		4.5			139.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	49.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	418	221	0	397	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	492	260	0	467	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1089	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	867	-	285	516
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	285	516
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	867	-	286
HCM Lane V/C Ratio	-	-	-	-	0.897
HCM Control Delay (s)	-	-	0	-	69.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	6	53	318	4	3	352	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.961			0.999			0.995	
Flt Protected		0.988			0.995			0.993				
Satd. Flow (prot)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Flt Permitted		0.988			0.995			0.993				
Satd. Flow (perm)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	6	56	338	4	3	374	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	21	0	0	398	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	6	53	318	4	3	352	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	6	56	338	4	3	374	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	842	381	868	847	340	387	0	0	343	0	0
Stage 1	387	387	-	453	453	-	-	-	-	-	-	-
Stage 2	463	455	-	415	394	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	262	289	657	350	381	741	1171	-	-	1062	-	-
Stage 1	613	600	-	669	650	-	-	-	-	-	-	-
Stage 2	555	558	-	694	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	271	657	300	357	741	1171	-	-	1062	-	-
Mov Cap-2 Maneuver	241	271	-	300	357	-	-	-	-	-	-	-
Stage 1	577	598	-	630	612	-	-	-	-	-	-	-
Stage 2	507	525	-	633	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	391	413	1062	-	-
HCM Lane V/C Ratio	0.048	-	-	0.185	0.052	0.003	-	-
HCM Control Delay (s)	8.2	0	-	16.3	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	15	16	205	203	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1731	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1731	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	16	18	225	223	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	243	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	15	16	205	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	16	18	225	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	591	836	1356	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	836	1356	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1356	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.035	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	37	725	36	25	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	40	780	39	27	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1662	799	0	0	818	0
Stage 1	799	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	272	460	-	-	819	-
Stage 1	696	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	460	-	-	819	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	819	-
HCM Lane V/C Ratio	-	-	0.221	0.033	-
HCM Control Delay (s)	-	-	18.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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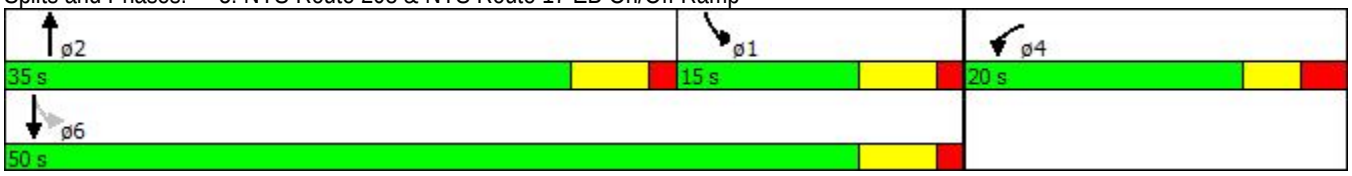
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1895
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	124	0	913	768	99	75
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1677	0	1853	1560	23	101
Grp Volume(v), veh/h	97	0	639	0	914	0
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	123	0
Q Serve(g_s), s	3.4	0.0	16.0	0.0	21.8	0.0
Cycle Q Clear(g_c), s	3.4	0.0	16.0	0.0	21.8	0.0
Prop In Lane	0.99	0.00		1.00	0.37	
Lane Grp Cap(c), veh/h	125	0	913	768	0	0
V/C Ratio(X)	0.78	0.00	0.70	0.00	0.00	0.00
Avail Cap(c_a), veh/h	410	0	913	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	11.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	4.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.1	0.0	16.2	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	31.1		16.2			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.9		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.4		23.8		
Green Ext Time (p_c), s		0.0		0.1		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.994			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1884	1607	0	1706	0
Flt Permitted		0.784			0.739			0.869			0.902	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1647	1607	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				264			234		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	0	449	234	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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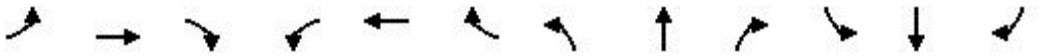

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		14.4			14.4	65.6		39.1	65.6		39.1	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
v/c Ratio		0.35			0.74	0.16		0.46	0.15		0.81	
Control Delay		15.7			38.8	0.2		10.1	0.2		20.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.2		10.1	0.2		20.7	
LOS		B			D	A		B	A		C	
Approach Delay		15.7			17.9			6.7			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		20			83	0		91	0		210	
Queue Length 95th (ft)		59			153	0		177	0		#486	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		925	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.16		0.46	0.15		0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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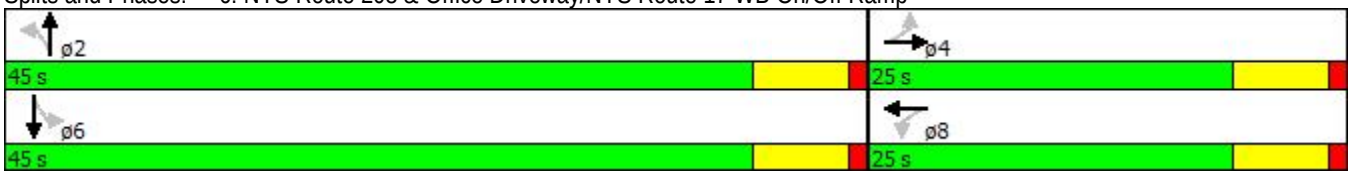
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1895	1891	1872	1850	1872
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	156	76	131	348	25	287	144	1011	1013	151	943	51
Arrive On Green	0.21	0.18	0.18	0.21	0.18	0.00	0.66	0.63	0.00	0.66	0.63	0.63
Sat Flow, veh/h	436	433	743	1347	139	1631	125	1605	1607	137	1497	80
Grp Volume(v), veh/h	115	0	0	224	0	0	449	0	0	746	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1486	0	1631	1730	0	1607	1713	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.3	0.0	0.0	6.9	0.0	0.0	15.8	0.0	0.0
Prop In Lane	0.37		0.46	0.91		1.00	0.12		1.00	0.11		0.05
Lane Grp Cap(c), veh/h	415	0	0	420	0	287	1211	0	1013	1200	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.53	0.00	0.00	0.37	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	599	0	501	1211	0	1013	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	23.3	0.0	0.0	5.5	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.4	0.0	0.0	3.5	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.7	0.0	0.0	6.3	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		22.4			23.7			6.3			9.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		16.9		45.0		16.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.7		0.0		10.3
Green Ext Time (p_c), s		0.0		0.8		0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	709	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	707	691	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	714	698	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1485	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	118	424
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	111	424
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	899	-	331	-	-
HCM Lane V/C Ratio	0.037	-	0.244	-	-
HCM Control Delay (s)	9.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	696	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	703	690	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1436	695	700	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	446	906	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	446	906	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	906	-	293	-	-
HCM Lane V/C Ratio	0.021	-	0.083	-	-
HCM Control Delay (s)	9.1	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1660	0	0	1808	1829	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	673	711	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	687	726	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	764	803	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	120	363	830	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	363	830	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	129	-	-
HCM Lane V/C Ratio	0.01	-	0.799	-	-
HCM Control Delay (s)	9.4	0	97.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.8	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	755	781	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	830	858	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	860	863	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	350	788	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	154	-	-
HCM Lane V/C Ratio	0.008	-	0.078	-	-
HCM Control Delay (s)	9.6	0	30.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.988			0.996	
Flt Protected		0.979			0.959			0.998			0.998	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1783	0	0	1815	0
Flt Permitted		0.979			0.959			0.961			0.972	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1717	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		7			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	731	0	0	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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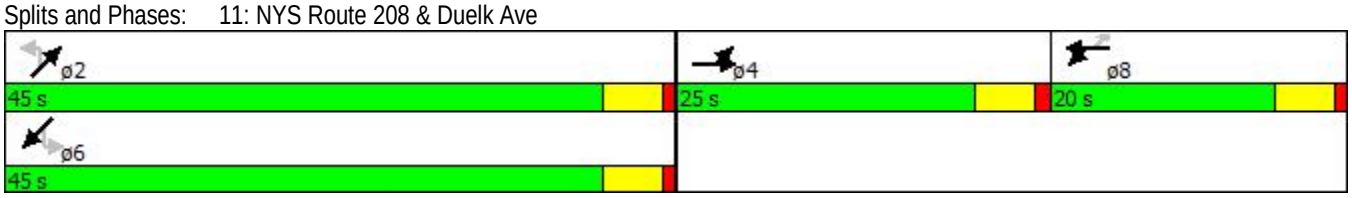
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.0	8.0		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.68			0.68	
v/c Ratio		0.30			0.33	0.09		0.63			0.56	
Control Delay		26.2			31.5	0.6		13.3			11.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		13.3			11.6	
LOS		C			C	A		B			B	
Approach Delay		26.2			24.2			13.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15			32	0		200			173	
Queue Length 95th (ft)		49			72	0		#408			339	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1166			1199	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.63			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	13	18	67	11	24	30	611	61	20	608	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1916	1881	1948	2025	1947	1910	1871	1910	1910	1889	1910
Adj Flow Rate, veh/h	24	14	19	70	11	25	31	636	64	21	633	21
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	38	22	30	113	18	112	83	1026	101	74	1131	37
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	747	436	591	1678	264	1655	36	1599	157	23	1763	57
Grp Volume(v), veh/h	57	0	0	81	0	25	731	0	0	675	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1942	0	1655	1792	0	0	1844	0	0
Q Serve(g_s), s	2.0	0.0	0.0	2.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.5	0.0	0.9	14.7	0.0	0.0	12.5	0.0	0.0
Prop In Lane	0.42		0.33	0.86		1.00	0.04		0.09	0.03		0.03
Lane Grp Cap(c), veh/h	89	0	0	131	0	112	1210	0	0	1243	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.22	0.60	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	569	0	0	467	0	398	1210	0	0	1243	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.3	0.0	27.5	6.6	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	4.7	0.0	1.0	2.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.5	0.0	0.4	8.1	0.0	0.0	7.0	0.0	0.0
LnGrp Delay(d),s/veh	31.9	0.0	0.0	33.0	0.0	28.5	8.9	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	A			A		
Approach Vol, veh/h		57			106			731			675	
Approach Delay, s/veh		31.9			31.9			8.9			8.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.1		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.0		0.0		4.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1726	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	624	616	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	637	629	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1342	634	640	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	466	954	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	466	954	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	954	-	290	-	-
HCM Lane V/C Ratio	0.037	-	0.151	-	-
HCM Control Delay (s)	8.9	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	622	13	1	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	635	13	1	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	641	0	0	648	0
Stage 1	641	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	505	-	-	947	-
Stage 1	588	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	505	-	-	947	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	241	947	-
HCM Lane V/C Ratio	-	-	0.055	0.001	-
HCM Control Delay (s)	-	-	20.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	619	614	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	659	653	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1322	655	656	0	-	0
Stage 1	655	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	453	941	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	453	941	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	941	-	224	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	8.8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	610	11	18	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	649	12	19	645

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1338	655	0	0	661	0
Stage 1	655	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	487	-	-	937	-
Stage 1	560	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	487	-	-	937	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	937	-
HCM Lane V/C Ratio	-	-	0.11	0.02	-
HCM Control Delay (s)	-	-	18.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	603	18	5	607	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	628	19	5	632	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1313	634	1305	1305	638	636	0	0	647	0	0
Stage 1	645	645	-	658	658	-	-	-	-	-	-	-
Stage 2	665	668	-	647	647	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	172	491	165	201	506	957	-	-	948	-	-
Stage 1	466	488	-	495	518	-	-	-	-	-	-	-
Stage 2	454	477	-	501	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	168	491	160	196	506	957	-	-	948	-	-
Mov Cap-2 Maneuver	134	168	-	160	196	-	-	-	-	-	-	-
Stage 1	459	484	-	487	510	-	-	-	-	-	-	-
Stage 2	435	469	-	492	519	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.6	23.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	957	-	-	224	164	948	-	-
HCM Lane V/C Ratio	0.011	-	-	0.121	0.108	0.005	-	-
HCM Control Delay (s)	8.8	0	-	23.3	29.6	8.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	622	2	2	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	648	2	2	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	650	0	0	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	622	2	2	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	648	2	2	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	649	0	0	650	0
Stage 1	649	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	500	-	-	946	-
Stage 1	584	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	500	-	-	946	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	946	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s)	-	-	16.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	599	16	14	540	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	631	17	15	568	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1316	1314	599	1308	1337	639	631	0	0	647	0	0
Stage 1	629	629	-	677	677	-	-	-	-	-	-	-
Stage 2	687	685	-	631	660	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	148	497	148	167	488	961	-	-	948	-	-
Stage 1	457	462	-	463	473	-	-	-	-	-	-	-
Stage 2	424	435	-	489	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	140	497	140	158	488	961	-	-	948	-	-
Mov Cap-2 Maneuver	115	140	-	140	158	-	-	-	-	-	-	-
Stage 1	443	450	-	449	458	-	-	-	-	-	-	-
Stage 2	394	422	-	474	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	25.5	0.3	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	123	213	948	-	-
HCM Lane V/C Ratio	0.02	-	-	0.223	0.178	0.016	-	-
HCM Control Delay (s)	8.8	0	-	42.5	25.5	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	680	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	694	2	2	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1434	694	0	0	694	0
Stage 1	694	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	205	482	-	-	911	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	482	-	-	911	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	911	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.7	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	221	0	0	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1825	0	0	1881
Flt Permitted						
Satd. Flow (perm)	1863	0	1825	0	0	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	91%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	0	0	243	0	0	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	243	0	0	218
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	0	0	221	0	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	0	0	243	0	0	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	243	0	0	243	0
Stage 1	243	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	559	796	-	-	1323	-
Stage 1	797	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	559	796	-	-	1323	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	1323	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	624	0	0	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1900	1881	1801	1693
Flt Permitted						
Satd. Flow (perm)	1863	1863	1900	1881	1801	1693
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Parking (#/hr)						0
Adj. Flow (vph)	0	0	734	0	0	725
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	734	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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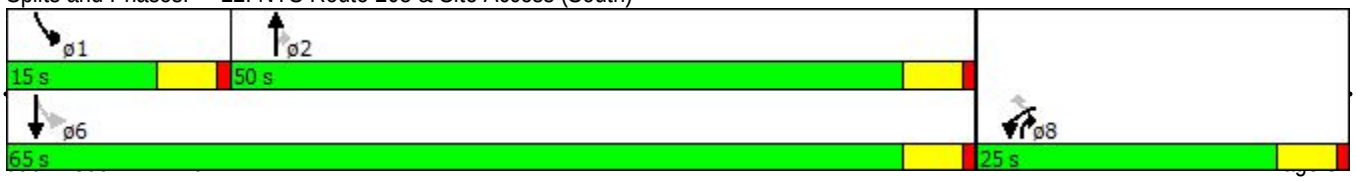
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)			32.0			32.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.39			0.43
Control Delay			0.6			0.8
Queue Delay			0.0			0.0
Total Delay			0.6			0.8
LOS			A			A
Approach Delay			0.6			0.8
Approach LOS			A			A
Queue Length 50th (ft)			0			0
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)						
Base Capacity (vph)			1900			1693
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.39			0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 32			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 0.7		Intersection LOS: A	
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	624	0	0	616
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	0	0	734	0	0	725
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	11	10	1297	584	816	1284
Arrive On Green	0.00	0.00	0.68	0.00	0.00	0.68
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	0	0	734	0	0	725
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	3.1
Cycle Q Clear(g_c), s	0.0	0.0	3.1	0.0	0.0	3.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	11	10	1297	584	816	1284
V/C Ratio(X)	0.00	0.00	0.57	0.00	0.00	0.56
Avail Cap(c_a), veh/h	2251	2009	5425	4059	1930	7162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	1.3	0.0	0.0	1.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.0	0.0	1.5
LnGrp Delay(d),s/veh	0.0	0.0	1.4	0.0	0.0	1.4
LnGrp LOS			A			A
Approach Vol, veh/h	0		734			725
Approach Delay, s/veh	0.0		1.4			1.4
Approach LOS			A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	0.0	15.8				15.8		0.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	0.0	5.1				5.1		0.0
Green Ext Time (p_c), s	0.0	5.6				5.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.4
HCM 2010 LOS	A

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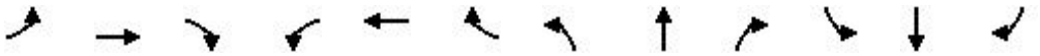

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	192	21	10	195	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.935				
Flt Protected					0.997			0.975			0.950	
Satd. Flow (prot)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Flt Permitted					0.997			0.975			0.950	
Satd. Flow (perm)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	202	22	11	205	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	216	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	192	21	10	195	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	202	22	11	205	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	224	0	0	441	441	213	447	452	205
Stage 1	-	-	-	-	-	-	215	215	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	221	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1357	-	-	557	539	842	512	494	836
Stage 1	-	-	-	-	-	-	811	746	-	771	712	-
Stage 2	-	-	-	-	-	-	801	739	-	776	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1357	-	-	553	534	842	502	489	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	534	-	502	489	-
Stage 1	-	-	-	-	-	-	810	745	-	770	706	-
Stage 2	-	-	-	-	-	-	794	732	-	766	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1378	-	-	1357	-	-	502
HCM Lane V/C Ratio	0.033	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.6	7.6	0	-	7.7	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1762	0	1668	1818	1599	1727	1564	0	1728	1826	0
Flt Permitted	0.570			0.204			0.656			0.145		
Satd. Flow (perm)	946	1762	0	355	1818	1520	1164	1564	0	264	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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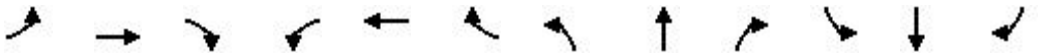

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.5	23.1		34.8	34.8	49.2	25.3	20.3		39.8	33.7	
Actuated g/C Ratio	0.26	0.25		0.37	0.37	0.53	0.27	0.22		0.43	0.36	
v/c Ratio	0.08	0.83		0.88	0.46	0.20	0.12	1.18		0.61	0.24	
Control Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
LOS	C	D		D	C	A	B	F		C	C	
Approach Delay		48.2			32.8			131.3			26.0	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	12	200		111	114	0	14	~283		76	62	
Queue Length 95th (ft)	33	318		#375	284	16	40	#563		159	133	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	405	864		346	800	987	440	339		430	670	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.88	0.39	0.18	0.10	1.18		0.48	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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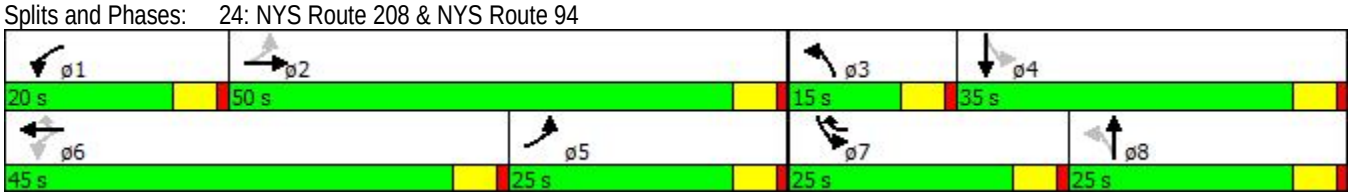
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.98	0.73		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	464	368	48	394	386	497	412	115	264	282	436	142
Arrive On Green	0.22	0.25	0.25	0.17	0.21	0.21	0.03	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1720	1453	188	1792	1881	1560	1791	499	1140	1792	1382	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1720	0	1640	1792	1881	1560	1791	0	1639	1792	0	1831
Q Serve(g_s), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Cycle Q Clear(g_c), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	464	0	415	394	386	497	412	0	379	282	0	578
V/C Ratio(X)	0.06	0.00	0.88	0.77	0.81	0.36	0.10	0.00	1.06	0.73	0.00	0.28
Avail Cap(c_a), veh/h	481	0	854	394	870	899	571	0	379	498	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	31.1	35.5	32.8	7.9	24.4	0.0	33.2	22.5	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.0	2.5	8.1	1.6	0.2	0.0	0.0	62.4	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	8.7	8.0	7.3	1.7	0.8	0.0	15.5	3.5	0.0	2.8
LnGrp Delay(d),s/veh	26.2	0.0	33.6	43.6	34.4	8.0	24.4	0.0	95.6	23.9	0.0	22.3
LnGrp LOS	C		C	D	C	A	C		F	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		33.1			31.9			88.7			23.2	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	26.9	7.3	32.3	24.2	22.7	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.5	20.6	3.6	7.6	2.0	15.7	9.1	22.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.1	1.2	1.7	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	621	559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	654	588	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	657	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	621	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	654	588	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	588	588	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	504	997	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	504	997	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	383	-	-
HCM Lane V/C Ratio	0.003	-	0.19	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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CLOVEWOOD

BUILD CONDITIONS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.981
Satd. Flow (prot)	1719	0	1872	1591	0	1871
Flt Permitted	0.969					0.490
Satd. Flow (perm)	1719	0	1872	1591	0	935
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	0	1099
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.67		0.55	0.15		1.74
Control Delay	32.5		8.2	0.2		359.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.5		8.2	0.2		359.4
LOS	C		A	A		F
Approach Delay	32.5		6.2			359.4
Approach LOS	C		A			F
Queue Length 50th (ft)	63		121	0		~682
Queue Length 95th (ft)	124		235	0		#958
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1262	1591		630
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.55	0.15		1.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.1			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 183.1		Intersection LOS: F	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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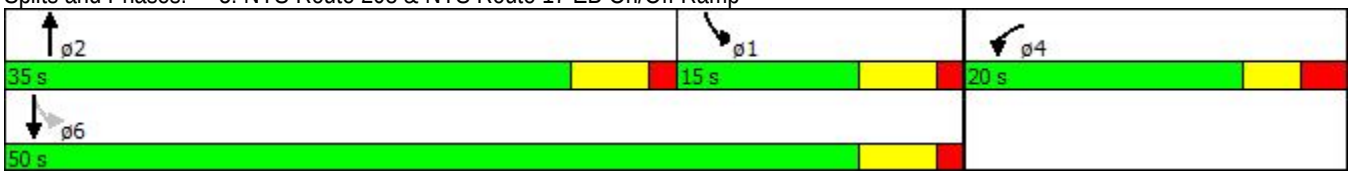
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1719		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.49
Satd. Flow (perm)	1719		1872	1591		934
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	71	690	234	423	676
RTOR Reduction (vph)	29	0	0	0	0	0
Lane Group Flow (vph)	172	0	690	234	0	1099
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.5		44.6	66.1		44.6
Effective Green, g (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	273		1263	1591		630
v/s Ratio Prot	c0.10		0.37			
v/s Ratio Perm				0.15		c1.18
v/c Ratio	0.63		0.55	0.15		1.74
Uniform Delay, d1	26.0		5.5	0.0		10.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.2		1.7	0.2		341.6
Delay (s)	29.2		7.2	0.2		352.3
Level of Service	C		A	A		F
Approach Delay (s)	29.2		5.5			352.3
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	179.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.65		
Actuated Cycle Length (s)	66.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	416	215	3	502	241	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1755	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	452	234	3	546	262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	686	0	0	549	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	15.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	416	215	3	502	241	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	452	234	3	546	262	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	686	0	1121	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	917	-	274	551
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	917	-	273	551
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	627	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	86
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	917	-	274
HCM Lane V/C Ratio	-	-	0.004	-	0.964
HCM Control Delay (s)	-	-	8.9	0	86
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	9.4

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	10	57	309	0	11	411	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.940						0.999	
Flt Protected		0.997			0.998			0.992			0.999	
Satd. Flow (prot)	0	1681	0	0	1766	0	0	1789	0	0	1852	0
Flt Permitted		0.997			0.998			0.992			0.999	
Satd. Flow (perm)	0	1681	0	0	1766	0	0	1789	0	0	1852	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	12	67	364	0	13	428	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	27	0	0	431	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	10	57	309	0	11	411	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	12	67	364	0	13	428	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	966	953	429	1006	954	364	430	0	0	364	0	0
Stage 1	455	455	-	498	498	-	-	-	-	-	-	-
Stage 2	511	498	-	508	456	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	224	248	623	293	340	721	1140	-	-	1206	-	-
Stage 1	574	558	-	641	629	-	-	-	-	-	-	-
Stage 2	534	533	-	635	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	226	623	221	310	721	1140	-	-	1206	-	-
Mov Cap-2 Maneuver	199	226	-	221	310	-	-	-	-	-	-	-
Stage 1	532	550	-	594	582	-	-	-	-	-	-	-
Stage 2	475	494	-	520	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	14.6	1.3	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	454	403	1206	-	-
HCM Lane V/C Ratio	0.059	-	-	0.246	0.067	0.011	-	-
HCM Control Delay (s)	8.4	0	-	15.5	14.6	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	24	20	197	227	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913				0.992	
Flt Protected	0.982			0.995		
Satd. Flow (prot)	1729	0	0	1836	1867	0
Flt Permitted	0.982			0.995		
Satd. Flow (perm)	1729	0	0	1836	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	27	23	224	258	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	247	274	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	24	20	197	227	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	27	23	224	258	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	266	274	0	-	0
Stage 1	266	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	557	795	1301	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	795	1301	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1301	-	685	-	-
HCM Lane V/C Ratio	0.017	-	0.061	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	154	662	223	160	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928		0.966			
Flt Protected	0.977					0.992
Satd. Flow (prot)	1732	0	1822	0	0	1878
Flt Permitted	0.977					0.992
Satd. Flow (perm)	1732	0	1822	0	0	1878
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	160	690	232	167	827
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	922	0	0	994
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 125.9%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	41

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	154	662	223	160	794
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	160	690	232	167	827

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1966	806	0	0	922	0
Stage 1	806	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	206	482	-	-	728	-
Stage 1	688	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 119	482	-	-	728	-
Mov Cap-2 Maneuver	~ 119	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	296.4	0	1.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	728	-
HCM Lane V/C Ratio	-	-	1.508	0.229	-
HCM Control Delay (s)	-	-	296.4	11.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	18.7	0.9	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.981
Satd. Flow (prot)	1719	0	1872	1591	0	1871
Flt Permitted	0.969					0.490
Satd. Flow (perm)	1719	0	1872	1591	0	935
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	0	1099
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.67		0.55	0.15		1.74
Control Delay	32.5		8.2	0.2		359.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.5		8.2	0.2		359.4
LOS	C		A	A		F
Approach Delay	32.5		6.2			359.4
Approach LOS	C		A			F
Queue Length 50th (ft)	63		121	0		~682
Queue Length 95th (ft)	124		235	0		#958
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1262	1591		630
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.55	0.15		1.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.1			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 183.1		Intersection LOS: F	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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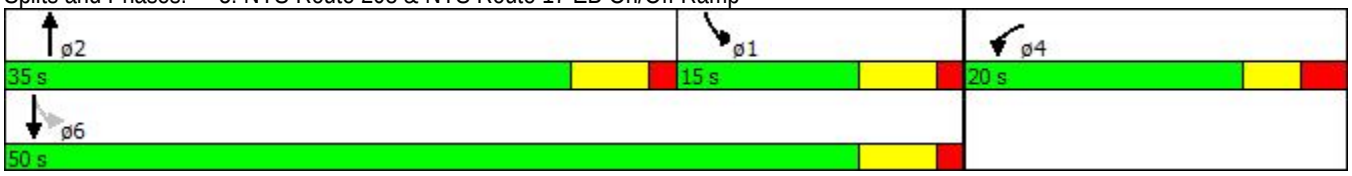
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	68	662	225	406	649
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	690	0	423	676
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	34
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1762	0	1872	1591	24	47
Grp Volume(v), veh/h	131	0	690	0	1099	0
Grp Sat Flow(s),veh/h/ln	1775	0	1872	1591	71	0
Q Serve(g_s), s	4.4	0.0	18.6	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	18.6	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.77	0.00	0.00	0.00
Avail Cap(c_a), veh/h	419	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	6.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	11.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	19.4	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		690			1099
Approach Delay, s/veh	29.8		19.4			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	300	51	390	297	133	706	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.994			0.992	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1900	1591	0	1709	0
Flt Permitted		0.692			0.668			0.848			0.785	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1621	1591	0	1352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				233			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	316	54	411	313	140	743	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	316	0	465	313	0	923	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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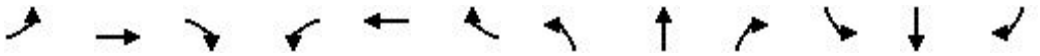

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.27			1.00	0.19		0.51	0.20		1.22	
Control Delay		14.4			78.6	0.3		12.2	0.3		131.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		12.2	0.3		131.7	
LOS		B			E	A		B	A		F	
Approach Delay		14.4			41.3			7.4			131.7	
Approach LOS		B			D			A			F	
Queue Length 50th (ft)		17			~150	0		113	0		~504	
Queue Length 95th (ft)		53			#309	0		187	0		#721	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		903	1591		755	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.19		0.51	0.20		1.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 63.4		Intersection LOS: E	
Intersection Capacity Utilization 110.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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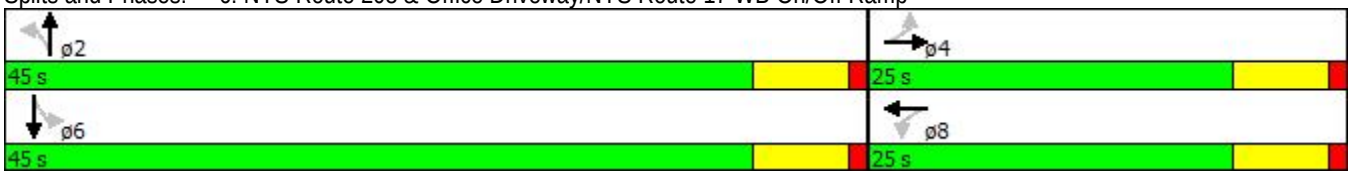
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	300	51	390	297	133	706	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1912	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	411	0	140	743	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	123	860	908	182	790	41
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	113	1507	1591	213	1384	72
Grp Volume(v), veh/h	98	0	0	348	0	0	465	0	0	923	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1620	0	1591	1669	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	24.5	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	9.2	0.0	0.0	33.7	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.12		1.00	0.15		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1031	0	908	1062	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.45	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1031	0	908	1062	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.2	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.4	0.0	0.0	9.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	4.9	0.0	0.0	17.1	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	9.7	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	B			C			A			C		
Approach Vol, veh/h		98			348			465			923	
Approach Delay, s/veh		19.9			25.7			9.7			22.7	
Approach LOS		B			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	756	892	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.996			0.980	
Satd. Flow (prot)	0	1741	1739	0	1922	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1741	1739	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	779	920	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	840	953	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	5.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	756	892	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	779	920	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	953	0	-	0	1837	936
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	901	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	729	-	-	-	69	308
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	729	-	-	-	59	308
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	308	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	112.3
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	729	-	113	-	-
HCM Lane V/C Ratio	0.083	-	0.821	-	-
HCM Control Delay (s)	10.4	0	112.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.8	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	781	902	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	814	940	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	828	951	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	781	902	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	814	940	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1786	945	951	0	-	0
Stage 1	945	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	91	320	730	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	88	320	730	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	28.2	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	730	-	185	-	-
HCM Lane V/C Ratio	0.019	-	0.163	-	-
HCM Control Delay (s)	10	0	28.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	708	873	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1810	1857	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	770	949	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	775	1015	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	95.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	708	873	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	770	949	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1762	982	1015	0	-	0
Stage 1	982	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 77	289	691	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 76	289	691	-	-	-
Mov Cap-2 Maneuver	~ 76	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 882.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	691	-	80	-	-
HCM Lane V/C Ratio	0.008	-	2.704	-	-
HCM Control Delay (s)	10.3	0	$ 882.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	20.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	882	925	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	919	964	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	930	967	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	882	925	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	919	964	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1907	965	967	0	-	0
Stage 1	965	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	69	304	720	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	304	720	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	178	-	-
HCM Lane V/C Ratio	0.016	-	0.059	-	-
HCM Control Delay (s)	10.1	0	26.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	684	65	16	804	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.989			0.994	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1802	0	0	1833	0
Flt Permitted		0.983			0.958			0.930			0.982	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1681	0	0	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		6			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	712	68	17	838	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	822	0	0	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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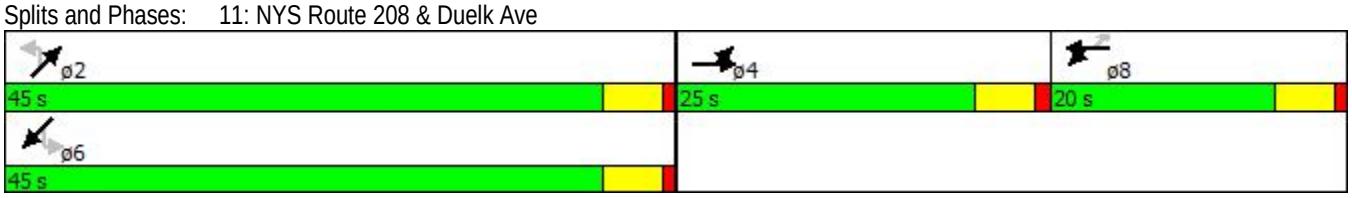
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.6			8.1	8.1		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.42			0.34	0.10		0.75			0.76	
Control Delay		24.5			32.8	0.7		18.8			19.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		18.8			19.1	
LOS		C			C	A		B			B	
Approach Delay		24.5			24.5			18.8			19.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		20			32	0		259			288	
Queue Length 95th (ft)		61			73	0		#585			#634	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1098			1176	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.75			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	684	65	16	804	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	712	68	17	838	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	91	1000	93	66	1114	55
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	49	1589	148	13	1771	88
Grp Volume(v), veh/h	91	0	0	81	0	28	822	0	0	897	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1786	0	0	1871	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	18.6	0.0	0.0	21.2	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.08	0.02		0.05
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1184	0	0	1236	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.69	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1184	0	0	1236	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	7.8	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	3.4	0.0	0.0	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	10.5	0.0	0.0	12.0	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	11.2	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			822			897	
Approach Delay, s/veh		33.1			32.7			11.2			12.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	714	828	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1815	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	768	890	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	797	896	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	714	828	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	768	890	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1720	894	897	0	-	0
Stage 1	894	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	82	326	765	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	326	765	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	369	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	30.8	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	765	-	184	-	-
HCM Lane V/C Ratio	0.038	-	0.245	-	-
HCM Control Delay (s)	9.9	0	30.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	709	15	5	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1813	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	762	16	5	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	778	0	0	892
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	709	15	5	825
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	762	16	5	887

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1668	770	0	0	778	0
Stage 1	770	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	431	-	-	848	-
Stage 1	523	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	431	-	-	848	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	26.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	186	848	-
HCM Lane V/C Ratio	-	-	0.092	0.006	-
HCM Control Delay (s)	-	-	26.3	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	713	829	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	743	864	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	745	866	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	713	829	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	743	864	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1612	865	866	0	-	0
Stage 1	865	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	97	339	786	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	339	786	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	786	-	151	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s)	9.6	0	29.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	707	6	18	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	736	6	19	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	742	0	0	867
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	707	6	18	814
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	736	6	19	848

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1625	740	0	0	743	0
Stage 1	740	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	136	438	-	-	873	-
Stage 1	516	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	438	-	-	873	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	25.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	215	873	-
HCM Lane V/C Ratio	-	-	0.189	0.021	-
HCM Control Delay (s)	-	-	25.6	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	699	28	20	794	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	777	31	22	882	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	811	0	0	913	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	699	28	20	794	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	777	31	22	882	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1739	1745	887	1732	1735	792	891	0	0	808	0	0
Stage 1	931	931	-	799	799	-	-	-	-	-	-	-
Stage 2	808	814	-	933	936	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	96	355	93	118	419	769	-	-	826	-	-
Stage 1	340	367	-	436	458	-	-	-	-	-	-	-
Stage 2	395	413	-	376	405	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	90	355	86	111	419	769	-	-	826	-	-
Mov Cap-2 Maneuver	69	90	-	86	111	-	-	-	-	-	-	-
Stage 1	338	348	-	433	455	-	-	-	-	-	-	-
Stage 2	376	410	-	352	384	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	54.2	67.2	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	769	-	-	113	83	826	-	-
HCM Lane V/C Ratio	0.004	-	-	0.521	0.12	0.027	-	-
HCM Control Delay (s)	9.7	0	-	67.2	54.2	9.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.4	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	718	2	2	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	756	2	2	864
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	758	0	0	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	718	2	2	821
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	756	2	2	864

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1625	757	0	0	758	0
Stage 1	757	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	149	438	-	-	862	-
Stage 1	530	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	438	-	-	862	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	221	862	-
HCM Lane V/C Ratio	-	-	0.019	0.002	-
HCM Control Delay (s)	-	-	21.6	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	597	21	11	670	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1806	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1816	0	0	1806	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	642	23	12	720	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	688	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	597	21	11	670	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	642	23	12	720	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1484	1488	754	1479	1510	653	788	0	0	665	0	0
Stage 1	778	778	-	698	698	-	-	-	-	-	-	-
Stage 2	706	710	-	781	812	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	96	115	404	114	132	479	840	-	-	934	-	-
Stage 1	376	392	-	451	463	-	-	-	-	-	-	-
Stage 2	413	423	-	408	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	107	404	105	123	479	840	-	-	934	-	-
Mov Cap-2 Maneuver	88	107	-	105	123	-	-	-	-	-	-	-
Stage 1	359	383	-	431	443	-	-	-	-	-	-	-
Stage 2	382	404	-	392	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.1	30.3	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	99	172	934	-	-
HCM Lane V/C Ratio	0.027	-	-	0.282	0.175	0.013	-	-
HCM Control Delay (s)	9.4	0	-	55.1	30.3	8.9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	711	6	2	884
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	733	6	2	911
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	733	6	2	911
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	711	6	2	884
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	733	6	2	911

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1648	733	0	0	733	0
Stage 1	733	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	148	460	-	-	881	-
Stage 1	537	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	460	-	-	881	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	881	-
HCM Lane V/C Ratio	-	-	0.06	0.002	-
HCM Control Delay (s)	-	-	27.4	9.1	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	6	13	211	14	14	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.992			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1664	0	1811	0	0	1875
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1664	0	1811	0	0	1875
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	7	15	240	16	16	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	256	0	0	285
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	6	13	211	14	14	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	7	15	240	16	16	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	248	0	0	256	0
Stage 1	248	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	791	-	-	1309	-
Stage 1	793	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	490	791	-	-	1309	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	662	1309	-
HCM Lane V/C Ratio	-	-	0.033	0.012	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	94	13	622	99	14	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.234	
Satd. Flow (perm)	1770	1583	1900	1599	421	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		14		108		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	102	14	676	108	15	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	14	676	108	15	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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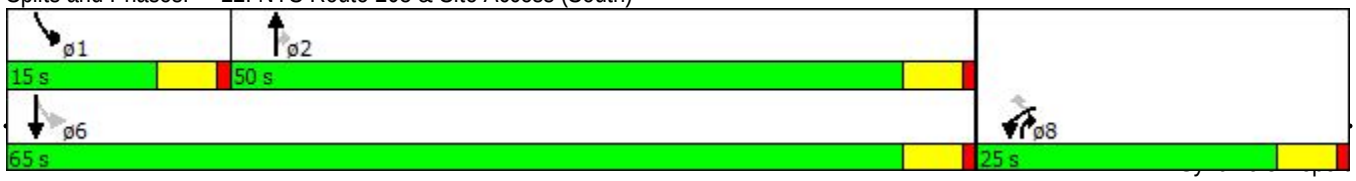
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	7.9	7.9	27.6	41.6	27.5	28.9
Actuated g/C Ratio	0.18	0.18	0.63	0.96	0.63	0.66
v/c Ratio	0.32	0.05	0.56	0.07	0.04	0.63
Control Delay	21.5	11.8	9.7	0.4	4.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	11.8	9.7	0.4	4.0	8.9
LOS	C	B	A	A	A	A
Approach Delay	20.4		8.5			8.8
Approach LOS	C		A			A
Queue Length 50th (ft)	19	0	82	0	1	107
Queue Length 95th (ft)	80	14	306	7	7	251
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	880	795	1767	1567	587	1830
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.02	0.38	0.07	0.03	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	94	13	622	99	14	729
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	102	14	676	108	15	792
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	165	147	937	937	370	1211
Arrive On Green	0.09	0.09	0.49	0.49	0.02	0.64
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	102	14	676	108	15	792
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	2.1	0.3	10.6	1.1	0.1	9.8
Cycle Q Clear(g_c), s	2.1	0.3	10.6	1.1	0.1	9.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	147	937	937	370	1211
V/C Ratio(X)	0.62	0.10	0.72	0.12	0.04	0.65
Avail Cap(c_a), veh/h	934	833	2250	2043	803	2971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.8	7.6	3.5	5.8	4.2
Incr Delay (d2), s/veh	1.4	0.1	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	5.5	0.6	0.1	4.9
LnGrp Delay(d),s/veh	18.0	15.9	8.0	3.5	5.8	4.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	116		784			807
Approach Delay, s/veh	17.7		7.4			4.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	23.7				29.5		8.5
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.1	12.6				11.8		4.1
Green Ext Time (p_c), s	0.0	6.1				6.2		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	196	14	8	221	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	225	16	9	254	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	263	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	196	14	8	221	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	225	16	9	254	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	241	0	0	505	505	233	514	513	254
Stage 1	-	-	-	-	-	-	233	233	-	272	272	-
Stage 2	-	-	-	-	-	-	272	272	-	242	241	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1323	-	-	1337	-	-	509	500	822	461	454	784
Stage 1	-	-	-	-	-	-	795	734	-	727	678	-
Stage 2	-	-	-	-	-	-	761	709	-	756	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1337	-	-	506	496	822	449	450	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	506	496	-	449	450	-
Stage 1	-	-	-	-	-	-	795	734	-	727	673	-
Stage 2	-	-	-	-	-	-	755	703	-	740	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	609	1323	-	-	1337	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.3	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	29	274	313	290	36	131	188	173	157	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.912			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1775	0	1668	1818	1583	1661	1600	0	1762	1819	0
Flt Permitted	0.550			0.208			0.617			0.150		
Satd. Flow (perm)	914	1775	0	361	1818	1505	1055	1600	0	278	1819	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				326					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	33	308	352	326	40	147	211	194	176	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	433	0	308	352	326	40	358	0	194	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	29.0	28.7		34.3	34.3	48.4	25.2	20.1		39.1	32.9	
Actuated g/C Ratio	0.30	0.29		0.35	0.35	0.49	0.26	0.21		0.40	0.34	
v/c Ratio	0.11	0.83		0.94	0.55	0.36	0.13	1.09		0.60	0.37	
Control Delay	27.5	47.6		70.2	34.4	2.2	20.9	116.2		28.9	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.5	47.6		70.2	34.4	2.2	20.9	116.2		28.9	27.1	
LOS	C	D		E	C	A	C	F		C	C	
Approach Delay		45.9			35.0			106.6			27.9	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	17	248		~191	207	0	16	~263		83	109	
Queue Length 95th (ft)	44	#425		#383	#352	21	36	#465		137	179	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	413	566		327	638	1189	386	327		643	846	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.94	0.55	0.27	0.10	1.09		0.30	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 48.5 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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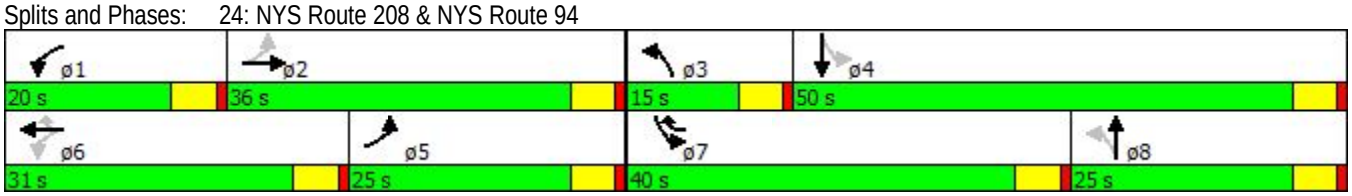
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	29	274	313	290	36	131	188	173	157	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	33	308	352	326	40	147	211	194	176	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	476	435	36	377	415	509	346	152	218	283	427	124
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1527	126	1792	1881	1547	1723	686	984	1828	1414	410
Grp Volume(v), veh/h	39	0	433	308	352	326	40	0	358	194	0	227
Grp Sat Flow(s),veh/h/ln	1720	0	1653	1792	1881	1547	1723	0	1670	1828	0	1824
Q Serve(g_s), s	0.0	0.0	22.9	15.0	16.2	6.7	1.6	0.0	19.2	7.0	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	22.9	15.0	16.2	6.7	1.6	0.0	19.2	7.0	0.0	9.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	476	0	471	377	415	509	346	0	370	283	0	551
V/C Ratio(X)	0.08	0.00	0.92	0.82	0.85	0.64	0.12	0.00	0.97	0.69	0.00	0.41
Avail Cap(c_a), veh/h	476	0	567	377	541	613	493	0	370	797	0	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.1	33.8	9.0	26.2	0.0	34.9	24.0	0.0	25.1
Incr Delay (d2), s/veh	0.0	0.0	16.8	12.2	7.8	0.9	0.1	0.0	38.2	1.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.7	8.6	9.3	3.1	0.8	0.0	12.8	3.5	0.0	4.5
LnGrp Delay(d),s/veh	26.8	0.0	48.1	48.3	41.5	9.9	26.3	0.0	73.0	25.1	0.0	25.3
LnGrp LOS	C		D	D	D	A	C		E	C		C
Approach Vol, veh/h		472			986			398			421	
Approach Delay, s/veh		46.3			33.2			68.3			25.2	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	30.7	7.3	32.3	25.8	24.9	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	24.9	3.6	11.0	2.0	18.2	9.0	21.2
Green Ext Time (p_c), s	0.0	0.8	0.0	2.2	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	627	686	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	674	738	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	682	739	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	627	686	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	674	738	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1427	738	739	0	-	0
Stage 1	738	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	139	413	876	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	413	876	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	876	-	301	-	-
HCM Lane V/C Ratio	0.009	-	0.25	-	-
HCM Control Delay (s)	9.1	0	20.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	290	119	0	593	290	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	42					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	337	138	0	690	337	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	0	0	690	338	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Maximum Green (s)	55.0		55.0	55.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.42			0.60	0.81	
Control Delay	9.2			13.0	47.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.2			13.0	47.2	
Queue Length 50th (ft)	105			202	181	
Queue Length 95th (ft)	193			349	237	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1133			1167	499	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.42			0.59	0.68	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	290	119	0	593	290	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	337	138	0	690	337	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	831	340	0	1234	377	1
Arrive On Green	0.67	0.67	0.00	0.67	0.22	0.22
Sat Flow, veh/h	1236	506	0	1836	1739	5
Grp Volume(v), veh/h	0	475	0	690	339	0
Grp Sat Flow(s),veh/h/ln	0	1742	0	1836	1749	0
Q Serve(g_s), s	0.0	11.1	0.0	17.8	17.0	0.0
Cycle Q Clear(g_c), s	0.0	11.1	0.0	17.8	17.0	0.0
Prop In Lane		0.29	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1171	0	1234	379	0
V/C Ratio(X)	0.00	0.41	0.00	0.56	0.89	0.00
Avail Cap(c_a), veh/h	0	1171	0	1234	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.6	0.0	7.7	34.3	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.8	13.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	9.4	9.7	0.0
LnGrp Delay(d),s/veh	0.0	7.7	0.0	9.6	48.2	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	475			690	339	
Approach Delay, s/veh	7.7			9.6	48.2	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		65.5				65.5		24.5
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		13.1				19.8		19.0
Green Ext Time (p_c), s		4.1				4.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	107	392	113	41	1097
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.427	
Satd. Flow (perm)	1858	1552	1845	1493	746	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		115		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	115	422	122	44	1180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	115	422	122	44	1180
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	70.0
Total Split (%)	22.2%	16.7%	61.1%	22.2%	16.7%	77.8%
Maximum Green (s)	15.0	10.0	50.0	15.0	10.0	65.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.78	0.22	0.36	0.09	0.07	0.94
Control Delay	56.0	6.0	10.1	0.5	3.8	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	6.0	10.1	0.5	3.8	27.9
Queue Length 50th (ft)	126	0	115	0	6	501
Queue Length 95th (ft)	#232	37	179	8	14	#913
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	312	584	1158	1291	647	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.20	0.36	0.09	0.07	0.94

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	107	392	113	41	1097
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	115	422	122	44	1180
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	275	295	1203	1279	609	1356
Arrive On Green	0.15	0.15	0.65	0.65	0.03	0.74
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	115	422	122	44	1180
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	10.6	5.4	9.1	1.5	0.7	41.4
Cycle Q Clear(g_c), s	10.6	5.4	9.1	1.5	0.7	41.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	275	295	1203	1279	609	1356
V/C Ratio(X)	0.84	0.39	0.35	0.10	0.07	0.87
Avail Cap(c_a), veh/h	317	333	1203	1279	758	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	32.0	6.9	1.9	4.7	8.4
Incr Delay (d2), s/veh	15.6	0.8	0.8	0.1	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	2.5	4.8	1.2	0.3	23.3
LnGrp Delay(d),s/veh	52.0	32.8	7.7	2.1	4.7	16.3
LnGrp LOS	D	C	A	A	A	B
Approach Vol, veh/h	345		544			1224
Approach Delay, s/veh	45.6		6.5			15.8
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.6	62.4				70.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	50.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	2.7	11.1				43.4		12.6
Green Ext Time (p_c), s	0.0	15.3				11.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1701	0	1818	1575	1753	1881
Flt Permitted	0.977				0.192	
Satd. Flow (perm)	1701	0	1818	1575	354	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30			269		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	608	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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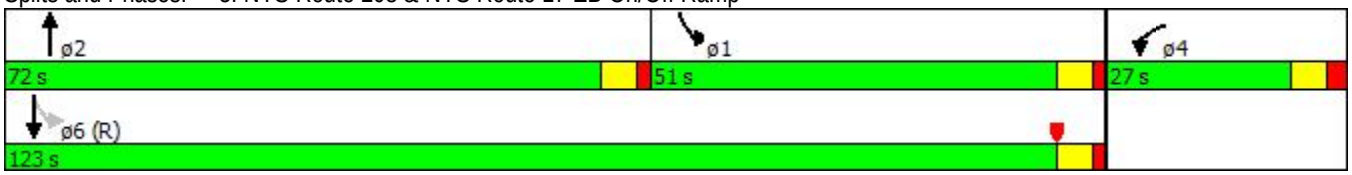
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	27.0		72.0		51.0	123.0
Total Split (%)	18.0%		48.0%		34.0%	82.0%
Maximum Green (s)	20.5		66.5		45.5	117.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.87		0.78	0.24	0.86	0.37
Control Delay	86.7		42.8	0.4	50.3	6.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.7		42.8	0.4	50.3	6.4
Queue Length 50th (ft)	166		542	0	475	225
Queue Length 95th (ft)	#290		716	0	m431	m193
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	258		832	1575	706	1501
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.78	0.24	0.86	0.37

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	98	603	355	565	511
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	648	0	608	549
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	806	698	675	1474
Arrive On Green	0.07	0.00	0.44	0.00	0.20	0.52
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	648	0	608	549
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	46.3	0.0	38.1	25.9
Cycle Q Clear(g_c), s	8.1	0.0	46.3	0.0	38.1	25.9
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	806	698	675	1474
V/C Ratio(X)	0.81	0.00	0.80	0.00	0.90	0.37
Avail Cap(c_a), veh/h	244	0	806	698	675	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	36.1	0.0	50.9	13.9
Incr Delay (d2), s/veh	5.0	0.0	8.4	0.0	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	25.1	0.0	24.7	13.5
LnGrp Delay(d),s/veh	74.0	0.0	44.5	0.0	52.7	13.9
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		648			1157
Approach Delay, s/veh	74.0		44.5			34.3
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	51.0	72.0		16.6		123.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	45.5	66.5		20.5		117.5		
Max Q Clear Time (g_c+I1), s	40.1	48.3		10.1		27.9		
Green Ext Time (p_c), s	1.2	1.8		0.2		1.7		

Intersection Summary	
HCM 2010 Ctrl Delay	39.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	144	60	265	358	153	903	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.043			0.527		
Satd. Flow (perm)	0	1709	0	0	1808	1599	81	1731	1607	952	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			416		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	167	70	308	416	178	1050	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	167	70	308	416	178	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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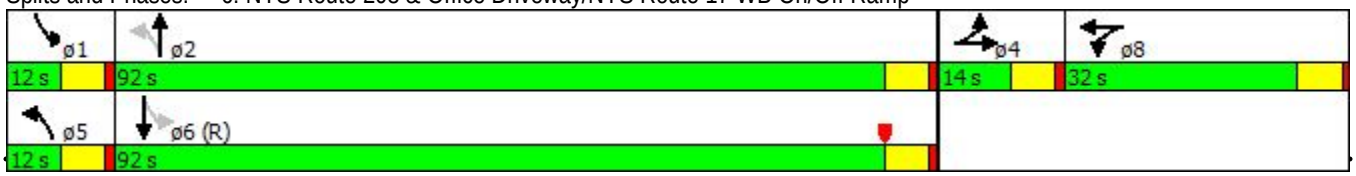
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	14.0	14.0		32.0	32.0		12.0	92.0		12.0	92.0	
Total Split (%)	9.3%	9.3%		21.3%	21.3%		8.0%	61.3%		8.0%	61.3%	
Maximum Green (s)	8.0	8.0		26.0	26.0		6.0	86.0		6.0	86.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.52			0.80	0.10	0.53	0.29	0.26	0.26	1.05	
Control Delay		61.1			85.6	0.1	38.9	21.7	0.3	10.5	59.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		61.1			85.6	0.1	38.9	21.7	0.3	10.5	59.0	
Queue Length 50th (ft)		26			184	0	47	144	0	64	~1183	
Queue Length 95th (ft)		68			249	0	m66	213	0	m80	m#1335	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		112			313	1599	134	1075	1607	696	1040	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.45			0.61	0.10	0.52	0.29	0.26	0.26	1.05	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	144	60	265	358	153	903	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	308	0	178	1050	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	101	1063	921	622	997	35
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.57	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1703	60
Grp Volume(v), veh/h	50	0	0	191	0	0	70	308	0	178	0	1087
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	12.7	0.0	6.0	0.0	87.1
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	12.7	0.0	6.0	0.0	87.1
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	101	1063	921	622	0	1032
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.69	0.29	0.00	0.29	0.00	1.05
Avail Cap(c_a), veh/h	90	0	0	313	0	277	123	1063	921	622	0	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.53	0.53	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	37.0	16.4	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	14.1	0.0	0.0	6.7	0.4	0.0	0.3	0.0	43.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	8.6	0.0	0.0	1.9	6.6	0.0	3.2	0.0	12.4
LnGrp Delay(d),s/veh	88.0	0.0	0.0	78.3	0.0	0.0	43.7	16.7	0.0	14.0	0.0	43.2
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			378			1265	
Approach Delay, s/veh		88.0			78.3			21.7			39.1	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	92.0		11.6	10.2	93.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	86.0		8.0	6.0	86.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	14.7		6.4	4.4	89.1		17.6
Green Ext Time (p_c), s	0.0	12.0		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.9
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	402	1044	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.159				0.950	
Satd. Flow (perm)	275	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			120
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	432	1123	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	432	1132	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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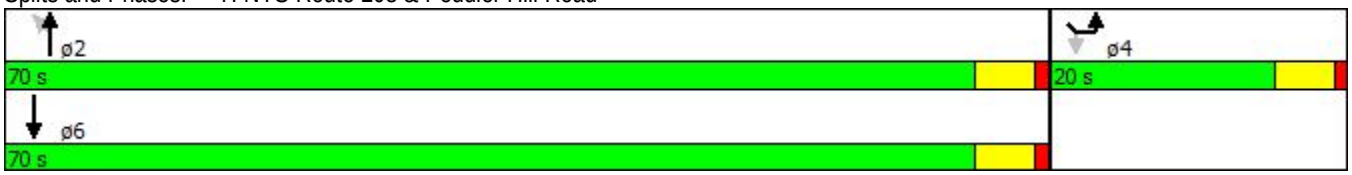
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.17	0.31	0.82		0.05	0.46
Control Delay	4.4	3.1	12.6		33.9	13.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.4	3.1	12.6		33.9	13.8
Queue Length 50th (ft)	3	36	214		4	0
Queue Length 95th (ft)	14	89	#785		18	48
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	249	1536	1534		465	502
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.16	0.28	0.74		0.02	0.24

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 63.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	402	1044	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	432	1123	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	255	1303	1291	10	174	156
Arrive On Green	0.72	0.72	0.72	0.72	0.10	0.10
Sat Flow, veh/h	493	1818	1801	14	1756	1568
Grp Volume(v), veh/h	39	432	0	1132	9	120
Grp Sat Flow(s),veh/h/ln	493	1818	0	1816	1756	1568
Q Serve(g_s), s	3.5	4.8	0.0	25.5	0.3	4.1
Cycle Q Clear(g_c), s	29.0	4.8	0.0	25.5	0.3	4.1
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	255	1303	0	1301	174	156
V/C Ratio(X)	0.15	0.33	0.00	0.87	0.05	0.77
Avail Cap(c_a), veh/h	490	2172	0	2169	484	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	2.9	0.0	5.8	22.2	23.9
Incr Delay (d2), s/veh	0.1	0.1	0.0	1.1	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.4	0.0	12.7	0.1	1.9
LnGrp Delay(d),s/veh	16.8	2.9	0.0	6.9	22.2	26.9
LnGrp LOS	B	A		A	C	C
Approach Vol, veh/h		471	1132		129	
Approach Delay, s/veh		4.1	6.9		26.6	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		10.4		44.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		31.0		6.1		27.5		
Green Ext Time (p_c), s		8.0		0.2		8.1		

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	434	1090	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1766	0
Flt Permitted	0.961			0.955		
Satd. Flow (perm)	1667	0	0	1678	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				29	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	472	1185	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	477	1424	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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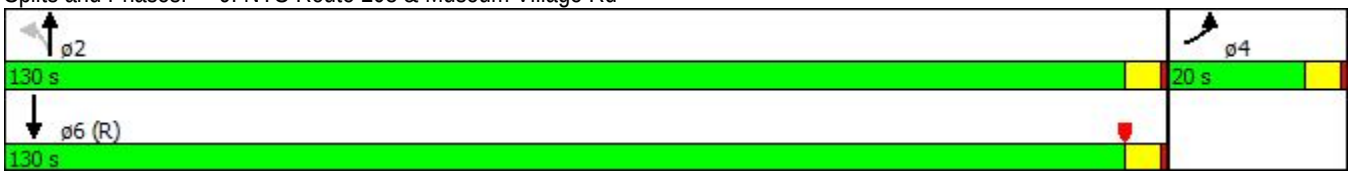
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Maximum Green (s)	15.0		125.0	125.0	125.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.67			0.34	0.96	
Control Delay	80.4			1.8	28.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			1.8	28.0	
Queue Length 50th (ft)	105			27	947	
Queue Length 95th (ft)	#189			34	#1654	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1398	1476	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.34	0.96	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	434	1090	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1869	1938
Adj Flow Rate, veh/h	93	23	5	472	1185	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	28	1468	1259	254
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	5	1762	1511	305
Grp Volume(v), veh/h	117	0	477	0	0	1424
Grp Sat Flow(s),veh/h/ln	1716	0	1767	0	0	1816
Q Serve(g_s), s	9.9	0.0	0.8	0.0	0.0	90.9
Cycle Q Clear(g_c), s	9.9	0.0	91.7	0.0	0.0	90.9
Prop In Lane	0.79	0.20	0.01			0.17
Lane Grp Cap(c), veh/h	172	0	1497	0	0	1513
V/C Ratio(X)	0.68	0.00	0.32	0.00	0.00	0.94
Avail Cap(c_a), veh/h	172	0	1497	0	0	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	2.8	0.0	0.0	9.7
Incr Delay (d2), s/veh	19.7	0.0	0.0	0.0	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	4.4	0.0	0.0	49.7
LnGrp Delay(d),s/veh	84.9	0.0	2.9	0.0	0.0	22.5
LnGrp LOS	F		A			C
Approach Vol, veh/h	117			477	1424	
Approach Delay, s/veh	84.9			2.9	22.5	
Approach LOS	F			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		93.7		11.9		92.9		
Green Ext Time (p_c), s		11.2		0.1		11.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	48	265	458	107	66	84	131	104	94	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.979				0.850		0.909			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1700	0	1604	1749	1538	1645	1527	0	1678	1607	0
Flt Permitted	0.481			0.233			0.525			0.368		
Satd. Flow (perm)	773	1700	0	390	1749	1462	892	1527	0	641	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	52	288	498	116	72	91	142	113	102	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	367	0	288	498	116	72	233	0	113	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	18.0	10.0	22.0		18.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.80		0.79	0.75	0.15	0.24	0.73		0.33	0.56	
Control Delay	28.4	43.3		41.6	34.4	3.4	21.4	48.2		22.0	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.4	43.3		41.6	34.4	3.4	21.4	48.2		22.0	27.5	
Queue Length 50th (ft)	26	184		127	252	6	25	117		40	95	
Queue Length 95th (ft)	59	308		#284	424	23	63	#257		91	211	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	479	914		364	832	914	382	400		463	616	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.40		0.79	0.60	0.13	0.19	0.58		0.24	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 86.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	48	265	458	107	66	84	131	104	94	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	52	288	498	116	72	91	142	113	102	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	330	365	60	400	573	603	265	125	195	310	144	237
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.20	0.20	0.08	0.23	0.23
Sat Flow, veh/h	1654	1360	224	1723	1810	1514	1706	621	970	1741	613	1010
Grp Volume(v), veh/h	61	0	367	288	498	116	72	0	233	113	0	270
Grp Sat Flow(s),veh/h/ln	1654	0	1584	1723	1810	1514	1706	0	1591	1741	0	1624
Q Serve(g_s), s	0.0	0.0	16.0	10.6	18.8	1.6	2.4	0.0	9.9	3.6	0.0	11.1
Cycle Q Clear(g_c), s	0.0	0.0	16.0	10.6	18.8	1.6	2.4	0.0	9.9	3.6	0.0	11.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.61	1.00		0.62
Lane Grp Cap(c), veh/h	330	0	425	400	573	603	265	0	320	310	0	381
V/C Ratio(X)	0.19	0.00	0.86	0.72	0.87	0.19	0.27	0.00	0.73	0.36	0.00	0.71
Avail Cap(c_a), veh/h	576	0	982	455	997	958	421	0	482	602	0	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	25.3	23.3	23.4	4.4	22.0	0.0	27.1	20.8	0.0	25.5
Incr Delay (d2), s/veh	0.1	0.0	2.1	3.6	1.6	0.1	0.2	0.0	1.2	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.2	5.4	9.7	0.9	1.1	0.0	4.4	1.7	0.0	5.0
LnGrp Delay(d),s/veh	27.4	0.0	27.3	26.9	25.0	4.4	22.2	0.0	28.3	21.1	0.0	26.4
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		428			902			305			383	
Approach Delay, s/veh		27.4			23.0			26.9			24.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	24.5	8.4	22.0	14.2	28.0	10.8	19.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	12.6	18.0	4.4	13.1	2.0	20.8	5.6	11.9
Green Ext Time (p_c), s	0.1	1.4	0.0	1.7	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	144	60	265	358	153	903	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.061			0.529		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	115	1731	1607	956	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			167			416		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	167	70	308	416	178	1050	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	167	70	308	416	178	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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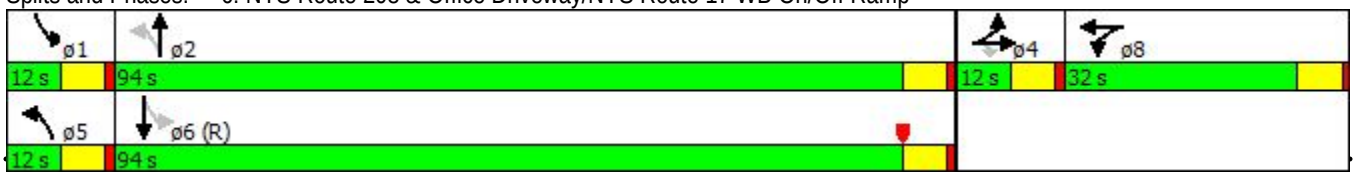
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0	6.0	26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.39	0.15	0.67	0.15	0.10	0.43	0.28	0.26	0.24	1.01	
Control Delay		86.9	1.9	75.9	58.7	0.1	26.7	20.6	0.3	8.7	48.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	26.7	20.6	0.3	8.7	48.0	
Queue Length 50th (ft)		25	0	149	30	0	40	143	0	60	~1141	
Queue Length 95th (ft)		58	0	208	61	0	m60	213	0	m73	m#1312	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	161	1104	1607	727	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.10	0.43	0.28	0.26	0.24	1.01	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	144	60	265	358	153	903	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	308	0	178	1050	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	119	1088	943	639	1020	36
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1703	60
Grp Volume(v), veh/h	26	0	24	157	34	0	70	308	0	178	0	1087
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	12.3	0.0	6.0	0.0	83.6
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	12.3	0.0	6.0	0.0	83.6
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	119	1088	943	639	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.59	0.28	0.00	0.28	0.00	1.03
Avail Cap(c_a), veh/h	72	0	63	334	326	277	142	1088	943	639	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.53	0.53	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	36.5	15.4	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	2.4	0.3	0.0	0.2	0.0	35.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.8	6.4	0.0	3.1	0.0	10.4
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	38.9	15.7	0.0	12.9	0.0	35.4
LnGrp LOS	E		E	E	E		D	B		B		F
Approach Vol, veh/h		50			191			378			1265	
Approach Delay, s/veh		77.0			66.1			20.0			32.3	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	14.3		4.3	4.3	85.6		14.8
Green Ext Time (p_c), s	0.0	12.0		0.0	0.0	1.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	397	1016	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1877	0	0	1808	1773	0
Flt Permitted	0.987			0.964		
Satd. Flow (perm)	1877	0	0	1746	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	427	1092	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	441	1097	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.22			0.35	0.87	
Control Delay	18.6			3.8	14.7	
Queue Delay	0.0			0.0	0.1	
Total Delay	18.6			3.8	14.7	
Queue Length 50th (ft)	4			41	201	
Queue Length 95th (ft)	43			80	428	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	556			1675	1701	
Starvation Cap Reductn	0			0	40	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.10			0.26	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 61.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	397	1016	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	427	1092	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	33	91	82	1341	1354	6
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	440	1227	18	1809	1826	8
Grp Volume(v), veh/h	54	0	441	0	0	1097
Grp Sat Flow(s),veh/h/ln	1699	0	1827	0	0	1835
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	20.8
Cycle Q Clear(g_c), s	1.6	0.0	4.3	0.0	0.0	20.8
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	126	0	1423	0	0	1360
V/C Ratio(X)	0.43	0.00	0.31	0.00	0.00	0.81
Avail Cap(c_a), veh/h	502	0	2505	0	0	2509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	2.4	0.0	0.0	4.5
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.3	0.0	0.0	10.5
LnGrp Delay(d),s/veh	26.3	0.0	2.5	0.0	0.0	5.7
LnGrp LOS	C		A			A
Approach Vol, veh/h	54			441	1097	
Approach Delay, s/veh	26.3			2.5	5.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				45.1		9.0		45.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.3		3.6		22.8
Green Ext Time (p_c), s				18.3		0.1		17.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	515	1309	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.997		
Satd. Flow (perm)	1603	0	0	1803	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	87					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	554	1408	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	556	1409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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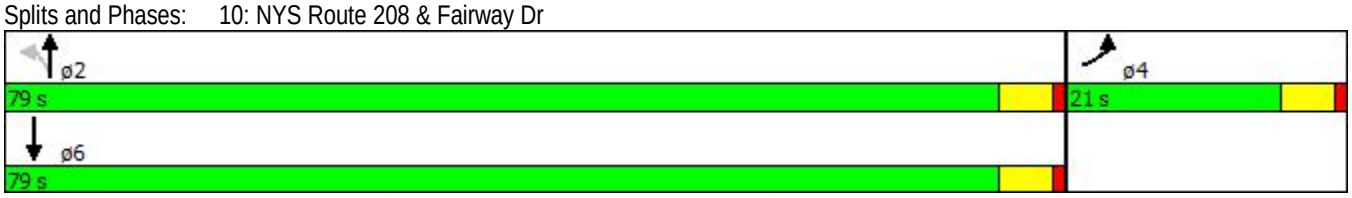
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.37	0.92	
Control Delay	0.0			2.7	18.4	
Queue Delay	0.0			0.0	1.3	
Total Delay	0.0			2.7	19.7	
Queue Length 50th (ft)	0			53	395	
Queue Length 95th (ft)	0			79	#1020	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	358			1490	1525	
Starvation Cap Reductn	0			0	35	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.37	0.95	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	515	1309	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	554	1408	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	42	46	1489	1522	1
Arrive On Green	0.00	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	0	852	1	1804	1844	1
Grp Volume(v), veh/h	0	2	556	0	0	1409
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	45.2
Cycle Q Clear(g_c), s	0.0	0.1	6.2	0.0	0.0	45.2
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	85	1535	0	0	1523
V/C Ratio(X)	0.00	0.02	0.36	0.00	0.00	0.93
Avail Cap(c_a), veh/h	0	340	1709	0	0	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.2	1.8	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	0.0	0.0	25.5
LnGrp Delay(d),s/veh	0.0	36.3	1.9	0.0	0.0	13.7
LnGrp LOS		D	A			B
Approach Vol, veh/h	2			556	1409	
Approach Delay, s/veh	36.3			1.9	13.7	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		71.2		9.0		71.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		8.2		2.1		47.2		
Green Ext Time (p_c), s		32.4		0.0		18.9		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	405	930	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1757	1745	0
Flt Permitted	0.985			0.981		
Satd. Flow (perm)	1623	0	0	1725	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	431	989	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	440	995	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.16			0.38	0.85	
Control Delay	17.9			4.4	14.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	17.9			4.4	14.1	
Queue Length 50th (ft)	3			41	160	
Queue Length 95th (ft)	33			82	346	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	541			1695	1715	
Starvation Cap Reductn	0			170	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.29	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 53.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	405	930	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1819	1807	1881
Adj Flow Rate, veh/h	11	26	9	431	989	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	39	92	83	1264	1268	8
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	467	1104	9	1789	1794	11
Grp Volume(v), veh/h	38	0	440	0	0	995
Grp Sat Flow(s),veh/h/ln	1614	0	1798	0	0	1805
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	17.2
Cycle Q Clear(g_c), s	1.1	0.0	4.5	0.0	0.0	17.2
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	135	0	1348	0	0	1276
V/C Ratio(X)	0.28	0.00	0.33	0.00	0.00	0.78
Avail Cap(c_a), veh/h	541	0	2812	0	0	2797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	2.7	0.0	0.0	4.6
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.3	0.0	0.0	8.4
LnGrp Delay(d),s/veh	21.7	0.0	2.8	0.0	0.0	5.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			440	995	
Approach Delay, s/veh	21.7			2.8	5.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.8		9.0		38.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.5		3.1		19.2
Green Ext Time (p_c), s				15.0		0.0		14.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	412	2	2	927
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					0.999
Satd. Flow (perm)	1673	0	1764	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	438	2	2	986
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	440	0	0	988
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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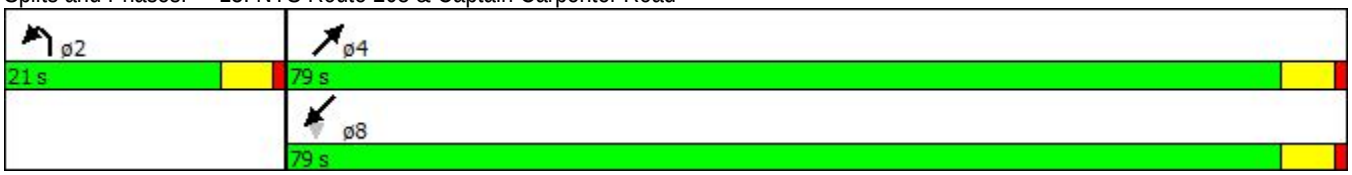
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.06		0.37			0.84
Control Delay	25.2		4.3			13.8
Queue Delay	0.0		0.0			0.0
Total Delay	25.2		4.3			13.9
Queue Length 50th (ft)	3		40			155
Queue Length 95th (ft)	21		75			314
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	560		1761			1753
Starvation Cap Reductn	0		0			26
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.25			0.57

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	412	2	2	927
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	438	2	2	986
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	120	22	1275	6	77	1275
Arrive On Green	0.09	0.09	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1409	256	1817	8	1	1817
Grp Volume(v), veh/h	14	0	0	440	988	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.3	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	4.4	16.7	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	153	0	0	1281	1352	0
V/C Ratio(X)	0.09	0.00	0.00	0.34	0.73	0.00
Avail Cap(c_a), veh/h	612	0	0	2879	2940	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	2.8	4.6	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.3	8.3	0.0
LnGrp Delay(d),s/veh	20.0	0.0	0.0	2.9	5.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		440			988
Approach Delay, s/veh	20.0		2.9			5.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		37.9				37.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.3		6.4				18.7
Green Ext Time (p_c), s		0.0		14.6				14.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	414	928	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	194					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	436	977	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	436	979	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.00			0.40	0.88	
Control Delay	0.0			7.3	21.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			7.3	21.0	
Queue Length 50th (ft)	0			81	302	
Queue Length 95th (ft)	0			121	464	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	527			1662	1696	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.26	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 72
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	414	928	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	436	977	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	196	0	1143	1164	2
Arrive On Green	0.00	0.23	0.00	0.63	0.63	0.63
Sat Flow, veh/h	0	864	0	1809	1841	4
Grp Volume(v), veh/h	0	2	0	436	0	979
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	8.3	0.0	29.4
Cycle Q Clear(g_c), s	0.0	0.1	0.0	8.3	0.0	29.4
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	391	0	1143	0	1166
V/C Ratio(X)	0.00	0.01	0.00	0.38	0.00	0.84
Avail Cap(c_a), veh/h	0	391	0	1894	0	1932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.2	0.0	6.3	0.0	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.1	0.0	15.3
LnGrp Delay(d),s/veh	0.0	21.2	0.0	6.5	0.0	12.0
LnGrp LOS		C		A		B
Approach Vol, veh/h	2			436	979	
Approach Delay, s/veh	21.2			6.5	12.0	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.7		21.0		49.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.3		2.1		31.4
Green Ext Time (p_c), s				14.2		0.0		13.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	409	5	7	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1761
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1759	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	465	6	8	1043
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	471	0	0	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.19		0.39			0.86
Control Delay	20.9		4.2			14.8
Queue Delay	0.0		0.0			0.4
Total Delay	20.9		4.2			15.2
Queue Length 50th (ft)	4		45			184
Queue Length 95th (ft)	37		85			365
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	501		1693			1690
Starvation Cap Reductn	0		0			227
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.28			0.72

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 58.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	409	5	7	918
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1823	1900	1900	1822
Adj Flow Rate, veh/h	15	25	465	6	8	1043
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	47	78	1307	17	73	1320
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	602	1003	1796	23	3	1815
Grp Volume(v), veh/h	41	0	0	471	1051	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1819	1818	0
Q Serve(g_s), s	1.2	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.9	19.1	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	128	0	0	1324	1394	0
V/C Ratio(X)	0.32	0.00	0.00	0.36	0.75	0.00
Avail Cap(c_a), veh/h	512	0	0	2619	2681	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	2.6	4.5	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.4	9.4	0.0
LnGrp Delay(d),s/veh	23.8	0.0	0.0	2.7	5.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		471			1051
Approach Delay, s/veh	23.8		2.7			5.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		42.4				42.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		6.9				21.1
Green Ext Time (p_c), s		0.0		17.0				16.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	421	10	3	898	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.756			0.803			0.999			0.999	
Satd. Flow (perm)	0	1394	0	0	1390	0	0	1817	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	453	11	3	966	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	465	0	0	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.05			0.20			0.40			0.83	
Control Delay		8.3			19.0			4.9			13.3	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		8.3			19.0			5.0			13.3	
Queue Length 50th (ft)		0			5			44			150	
Queue Length 95th (ft)		9			36			94			331	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		523			522			1810			1818	
Starvation Cap Reductn		0			0			385			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.08			0.33			0.53	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	421	10	3	898	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	453	11	3	966	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	238	14	25	194	13	48	78	1235	30	79	1267	4
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1112	161	283	773	154	549	0	1773	43	1	1819	6
Grp Volume(v), veh/h	11	0	0	43	0	0	465	0	0	972	0	0
Grp Sat Flow(s),veh/h/ln	1556	0	0	1476	0	0	1816	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.2	0.0	0.0	4.8	0.0	0.0	15.9	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	276	0	0	255	0	0	1344	0	0	1350	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.17	0.00	0.00	0.35	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	683	0	0	659	0	0	2941	0	0	2959	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	19.8	0.0	0.0	2.9	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	2.4	0.0	0.0	7.8	0.0	0.0
LnGrp Delay(d),s/veh	19.4	0.0	0.0	20.1	0.0	0.0	3.0	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	B			C			A			A		
Approach Vol, veh/h		11			43			465			972	
Approach Delay, s/veh		19.4			20.1			3.0			5.3	
Approach LOS		B			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		37.2		9.0		37.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.2		6.8		2.3		17.9
Green Ext Time (p_c), s		0.1		14.6		0.2		14.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	397	17	5	790	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.986	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1738	0
Flt Permitted		0.863			0.848			0.896			0.998	
Satd. Flow (perm)	0	1602	0	0	1684	0	0	1588	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	422	18	5	840	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	480	0	0	939	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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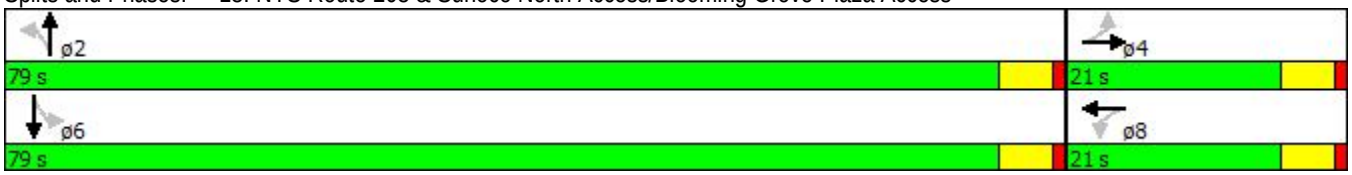
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.13			0.03			0.47			0.83	
Control Delay		18.8			22.0			5.5			13.6	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		18.8			22.0			5.5			14.1	
Queue Length 50th (ft)		3			1			47			138	
Queue Length 95th (ft)		28			12			96			299	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		571			591			1588			1734	
Starvation Cap Reductn		0			0			0			353	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.30			0.68	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	397	17	5	790	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	422	18	5	840	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	157	28	76	166	56	51	131	1077	44	82	1105	123
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	479	314	849	500	631	565	64	1569	64	2	1609	179
Grp Volume(v), veh/h	29	0	0	6	0	0	480	0	0	939	0	0
Grp Sat Flow(s),veh/h/ln	1642	0	0	1696	0	0	1696	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.0	0.0	0.0	15.4	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.04	0.01		0.10
Lane Grp Cap(c), veh/h	261	0	0	273	0	0	1252	0	0	1310	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.02	0.00	0.00	0.38	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	688	0	0	703	0	0	2762	0	0	3039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	18.6	0.0	0.0	3.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0	2.5	0.0	0.0	7.6	0.0	0.0
LnGrp Delay(d),s/veh	19.0	0.0	0.0	18.6	0.0	0.0	3.2	0.0	0.0	5.4	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		29			6			480			939	
Approach Delay, s/veh		19.0			18.6			3.2			5.4	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.7		9.0		35.7		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.0		2.7		17.4		2.1
Green Ext Time (p_c), s		13.5		0.1		13.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	424	28	16	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.491	
Satd. Flow (perm)	1683	0	1790	1319	785	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	456	30	17	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	456	30	17	1177
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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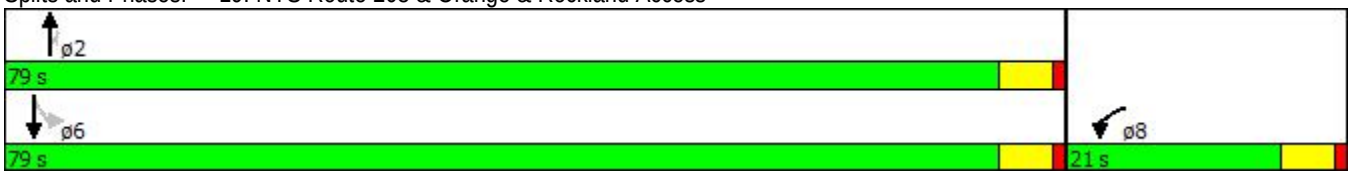
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.22		0.35	0.03	0.03	0.88
Control Delay	27.1		3.8	0.9	2.2	15.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	27.1		3.8	0.9	2.2	15.3
Queue Length 50th (ft)	9		45	0	1	241
Queue Length 95th (ft)	47		87	5	5	510
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	454		1693	1249	742	1745
Starvation Cap Reductn	0		0	0	0	21
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.27	0.02	0.02	0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	424	28	16	1095
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	456	30	17	1177
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	62	40	1363	1004	652	1405
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	904	591	1790	1319	778	1845
Grp Volume(v), veh/h	44	0	456	30	17	1177
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	778	1845
Q Serve(g_s), s	1.6	0.0	4.8	0.3	0.4	24.7
Cycle Q Clear(g_c), s	1.6	0.0	4.8	0.3	5.2	24.7
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	104	0	1363	1004	652	1405
V/C Ratio(X)	0.42	0.00	0.33	0.03	0.03	0.84
Avail Cap(c_a), veh/h	417	0	2257	1663	1040	2326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	2.2	1.7	3.1	4.6
Incr Delay (d2), s/veh	2.7	0.0	0.1	0.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.3	0.1	0.1	12.3
LnGrp Delay(d),s/veh	28.9	0.0	2.4	1.7	3.1	6.1
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		486			1194
Approach Delay, s/veh	28.9		2.3			6.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		49.7				49.7		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		6.8				26.7		3.6
Green Ext Time (p_c), s		19.7				18.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	107	392	113	41	1097
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.950		0.966			
Flt Protected	0.968					0.998
Satd. Flow (prot)	3489	0	3401	0	0	3252
Flt Permitted	0.968					0.998
Satd. Flow (perm)	3489	0	3401	0	0	3252
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			628
Travel Time (s)	14.3		6.3			7.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	115	422	122	44	1180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	544	0	0	1224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	345	544	1224
Demand Flow Rate, veh/h	352	563	1272
Vehicles Circulating, veh/h	439	45	235
Vehicles Exiting, veh/h	169	1462	556
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	4.8	11.0
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.471	0.529	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	187	165	265	298	598	674
Cap Entry Lane, veh/h	900	936	1294	1299	1086	1109
Entry HV Adj Factor	0.978	0.983	0.965	0.968	0.962	0.962
Flow Entry, veh/h	183	162	256	288	575	649
Cap Entry, veh/h	880	920	1248	1257	1045	1067
V/C Ratio	0.208	0.176	0.205	0.229	0.551	0.608
Control Delay, s/veh	6.2	5.6	4.6	4.9	10.3	11.5
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	3	4

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	659	346	1	357	229	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1704	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1704	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	701	368	1	380	244	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1069	0	0	381	245	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.87			0.31	0.77	
Control Delay	20.2			6.1	50.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	20.2			6.1	50.9	
Queue Length 50th (ft)	378			69	133	
Queue Length 95th (ft)	#814			126	205	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1230			1249	400	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.87			0.31	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	659	346	1	357	229	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1848	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	701	368	1	380	244	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	834	438	40	1326	284	1
Arrive On Green	0.73	0.73	0.73	0.73	0.16	0.16
Sat Flow, veh/h	1143	600	1	1817	1785	7
Grp Volume(v), veh/h	0	1069	381	0	246	0
Grp Sat Flow(s),veh/h/ln	0	1742	1817	0	1800	0
Q Serve(g_s), s	0.0	38.6	0.0	0.0	12.0	0.0
Cycle Q Clear(g_c), s	0.0	38.6	6.4	0.0	12.0	0.0
Prop In Lane		0.34	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1272	1367	0	286	0
V/C Ratio(X)	0.00	0.84	0.28	0.00	0.86	0.00
Avail Cap(c_a), veh/h	0	1272	1367	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.5	4.1	0.0	36.9	0.0
Incr Delay (d2), s/veh	0.0	6.8	0.5	0.0	9.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.5	3.4	0.0	6.7	0.0
LnGrp Delay(d),s/veh	0.0	15.3	4.7	0.0	46.6	0.0
LnGrp LOS		B	A		D	
Approach Vol, veh/h	1069			381	246	
Approach Delay, s/veh	15.3			4.7	46.6	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.7				70.7		19.3
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		40.6				8.4		14.0
Green Ext Time (p_c), s		6.0				7.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	101	1187	227	119	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.039	
Satd. Flow (perm)	1858	1552	1845	1493	68	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		87		83		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	110	1290	247	129	643
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	110	1290	247	129	643
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	20.0	100.0	20.0	20.0	120.0
Total Split (%)	14.3%	14.3%	71.4%	14.3%	14.3%	85.7%
Maximum Green (s)	15.0	15.0	95.0	15.0	15.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.27	0.99	0.19	0.70	0.46
Control Delay	92.4	14.2	43.0	1.8	51.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	14.2	43.0	1.8	51.5	4.7
Queue Length 50th (ft)	142	17	1064	20	66	137
Queue Length 95th (ft)	#258	66	#1521	41	136	186
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	448	1307	1284	227	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.25	0.99	0.19	0.57	0.46

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	101	1187	227	119	592
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	110	1290	247	129	643
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	184	217	1405	1376	178	1508
Arrive On Green	0.10	0.10	0.76	0.76	0.03	0.83
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	110	1290	247	129	643
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	8.5	76.9	3.5	2.1	13.0
Cycle Q Clear(g_c), s	11.5	8.5	76.9	3.5	2.1	13.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	184	217	1405	1376	178	1508
V/C Ratio(X)	0.85	0.51	0.92	0.18	0.72	0.43
Avail Cap(c_a), veh/h	201	232	1405	1376	315	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	56.2	13.1	1.6	36.7	3.1
Incr Delay (d2), s/veh	26.5	1.8	11.0	0.3	5.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	4.0	42.7	2.7	4.1	6.8
LnGrp Delay(d),s/veh	88.0	58.0	24.2	1.9	42.2	4.0
LnGrp LOS	F	E	C	A	D	A
Approach Vol, veh/h	267		1537			772
Approach Delay, s/veh	75.6		20.6			10.4
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	110.6				120.0		18.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	95.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	4.1	78.9				15.0		13.5
Green Ext Time (p_c), s	0.3	12.0				30.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1714	0	1853	1575	1787	1881
Flt Permitted	0.972				0.120	
Satd. Flow (perm)	1714	0	1853	1575	226	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			129		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	292	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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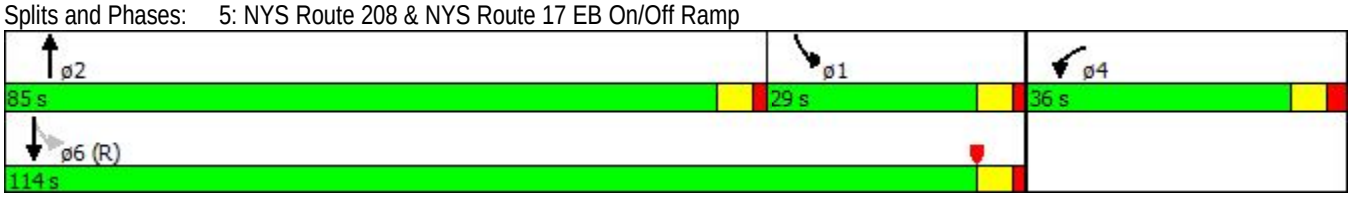
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.96		0.85	0.15	0.71	0.63
Control Delay	93.9		40.0	0.2	32.8	7.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.9		40.0	0.2	32.8	7.9
Queue Length 50th (ft)	304		694	0	109	316
Queue Length 95th (ft)	#496		912	0	m102	m295
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	355		991	1575	409	1369
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.85	0.15	0.71	0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	137	810	229	280	826
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	844	0	292	860
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	410	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	844	0	292	860
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	58.9	0.0	8.9	0.0
Cycle Q Clear(g_c), s	15.7	0.0	58.9	0.0	8.9	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	410	1361
V/C Ratio(X)	0.88	0.00	0.86	0.00	0.71	0.63
Avail Cap(c_a), veh/h	351	0	982	835	410	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.17	0.17
Uniform Delay (d), s/veh	64.9	0.0	30.4	0.0	41.9	0.0
Incr Delay (d2), s/veh	8.4	0.0	9.7	0.0	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	32.7	0.0	9.7	0.1
LnGrp Delay(d),s/veh	73.2	0.0	40.1	0.0	42.8	0.4
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		844			1152
Approach Delay, s/veh	73.2		40.1			11.1
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	10.9	60.9		17.7		2.0		
Green Ext Time (p_c), s	0.8	2.6		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	643	49	493	411	101	608	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.993	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1629	0
Flt Permitted		0.985			0.955		0.106			0.232		
Satd. Flow (perm)	0	1712	0	0	1797	1599	200	1731	1607	419	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				176			260		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	748	57	573	478	117	707	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	748	57	573	478	117	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		12.0	74.0		12.0	74.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		8.0%	49.3%		8.0%	49.3%	
Maximum Green (s)	14.0	14.0		38.0	38.0		6.0	68.0		6.0	68.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.47	0.35	0.73	0.30	0.45	0.97	
Control Delay		167.2			128.8	1.0	31.1	48.8	0.3	21.2	55.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	1.0	31.1	48.8	0.3	21.2	55.2	
Queue Length 50th (ft)		~222			~571	0	37	433	0	48	~720	
Queue Length 95th (ft)		#370			#743	0	m48	m537	m0	m73	m#916	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	162	784	1607	261	765	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.47	0.35	0.73	0.30	0.45	0.97	

Intersection Summary

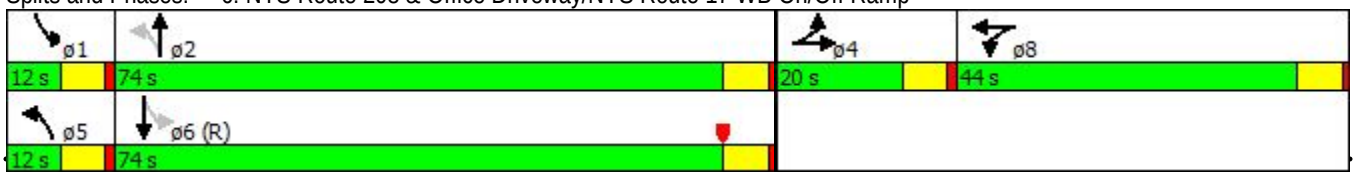
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	643	49	493	411	101	608	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	573	0	117	707	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	296	841	729	286	776	36
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.45	0.00	0.08	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1666	78
Grp Volume(v), veh/h	213	0	0	509	0	0	57	573	0	117	0	740
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	36.7	0.0	5.7	0.0	28.8
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	36.7	0.0	5.7	0.0	28.8
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	296	841	729	286	0	812
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.19	0.68	0.00	0.41	0.00	0.91
Avail Cap(c_a), veh/h	158	0	0	455	0	405	319	841	729	286	0	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.41	0.41	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	23.5	32.4	0.0	24.8	0.0	3.7
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	0.1	1.8	0.0	0.9	0.0	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	19.2	0.0	2.7	0.0	15.1
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	23.6	34.3	0.0	25.8	0.0	19.9
LnGrp LOS	F			F			C	C		C		B
Approach Vol, veh/h		213			509			630			857	
Approach Delay, s/veh		261.5			133.7			33.3			20.7	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	74.0		20.0	10.1	75.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	68.0		14.0	6.0	68.0		38.0
Max Q Clear Time (g_c+I1), s	7.7	38.7		16.0	4.5	30.8		40.0
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	8.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	73.5
HCM 2010 LOS	E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1190	624	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.388				0.950	
Satd. Flow (perm)	671	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1280	671	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1280	680	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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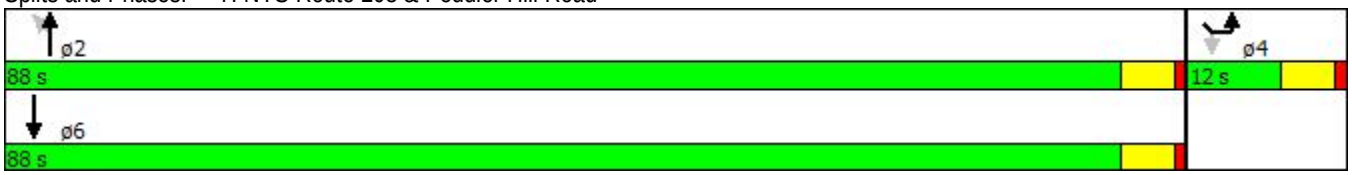
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.18	0.84	0.45		0.05	0.24
Control Delay	2.2	11.8	2.8		44.0	18.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.2	11.8	2.8		44.0	18.6
Queue Length 50th (ft)	8	328	71		4	0
Queue Length 95th (ft)	21	#1022	129		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	621	1570	1553		210	223
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.18	0.82	0.44		0.04	0.18

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 70.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1190	624	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1280	671	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	625	1431	1396	19	58	52
Arrive On Green	0.79	0.79	0.79	0.79	0.03	0.03
Sat Flow, veh/h	753	1818	1773	24	1756	1568
Grp Volume(v), veh/h	109	1280	0	680	8	41
Grp Sat Flow(s),veh/h/ln	753	1818	0	1797	1756	1568
Q Serve(g_s), s	3.2	28.2	0.0	7.2	0.2	1.4
Cycle Q Clear(g_c), s	10.4	28.2	0.0	7.2	0.2	1.4
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	625	1431	0	1415	58	52
V/C Ratio(X)	0.17	0.89	0.00	0.48	0.14	0.79
Avail Cap(c_a), veh/h	1155	2711	0	2680	221	197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.8	4.3	0.0	2.0	26.1	26.7
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.1	0.4	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.5	0.0	3.4	0.1	0.8
LnGrp Delay(d),s/veh	3.9	5.1	0.0	2.1	26.5	36.2
LnGrp LOS	A	A		A	C	D
Approach Vol, veh/h		1389	680		49	
Approach Delay, s/veh		5.0	2.1		34.6	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		48.8		6.8		48.8		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		30.2		3.4		9.2		
Green Ext Time (p_c), s		13.6		0.0		14.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1159	682	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.984		
Satd. Flow (perm)	1682	0	0	1730	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1260	741	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1278	808	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.98	0.61	
Control Delay	120.3			28.7	10.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			28.7	10.6	
Queue Length 50th (ft)	~334			286	316	
Queue Length 95th (ft)	#535			m#1514	420	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1303	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.98	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1159	682	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1260	741	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1342	1260	114
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	13	1782	1672	151
Grp Volume(v), veh/h	320	0	1278	0	0	808
Grp Sat Flow(s),veh/h/ln	1733	0	1795	0	0	1823
Q Serve(g_s), s	27.0	0.0	37.5	0.0	0.0	29.4
Cycle Q Clear(g_c), s	27.0	0.0	90.6	0.0	0.0	29.4
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1376	0	0	1374
V/C Ratio(X)	1.03	0.00	0.93	0.00	0.00	0.59
Avail Cap(c_a), veh/h	312	0	1376	0	0	1374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	15.5	0.0	0.0	8.2
Incr Delay (d2), s/veh	57.7	0.0	11.0	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	48.6	0.0	0.0	15.3
LnGrp Delay(d),s/veh	119.3	0.0	26.5	0.0	0.0	10.0
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1278	808	
Approach Delay, s/veh	119.3			26.5	10.0	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		92.6		29.0		31.4		
Green Ext Time (p_c), s		9.2		0.0		12.2		

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1018	120	30	544	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.986			0.994	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1753	0	0	1749	0
Flt Permitted		0.977			0.963			0.971			0.895	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1704	0	0	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		10			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1095	129	32	585	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1258	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.91			0.51	
Control Delay		60.0			78.5	2.2		25.4			7.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		25.4			7.9	
Queue Length 50th (ft)		44			60	0		900			207	
Queue Length 95th (ft)		97			116	3		#1492			328	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1380			1269	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.91			0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 136.1	
Natural Cycle: 130	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1018	120	30	544	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1095	129	32	585	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1228	143	66	1150	56
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	31	1556	181	48	1458	71
Grp Volume(v), veh/h	72	0	0	67	0	22	1258	0	0	646	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1768	0	0	1577	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	32.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	69.5	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.05		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1422	0	0	1272	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.88	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1422	0	0	1272	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	10.2	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	8.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	36.8	0.0	0.0	8.4	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	18.5	0.0	0.0	6.2	0.0	0.0
LnGrp LOS	E			E		E	B			A		
Approach Vol, veh/h		72			89			1258			646	
Approach Delay, s/veh		69.7			72.5			18.5			6.2	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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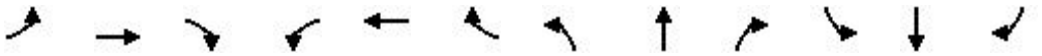

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	35	250	345	151	31	140	301	182	127	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.985				0.850		0.898			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1714	0	1604	1749	1538	1645	1504	0	1678	1708	0
Flt Permitted	0.248			0.275			0.628			0.231		
Satd. Flow (perm)	400	1714	0	460	1749	1464	1070	1504	0	405	1708	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	38	272	375	164	34	152	327	198	138	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	368	0	272	375	164	34	479	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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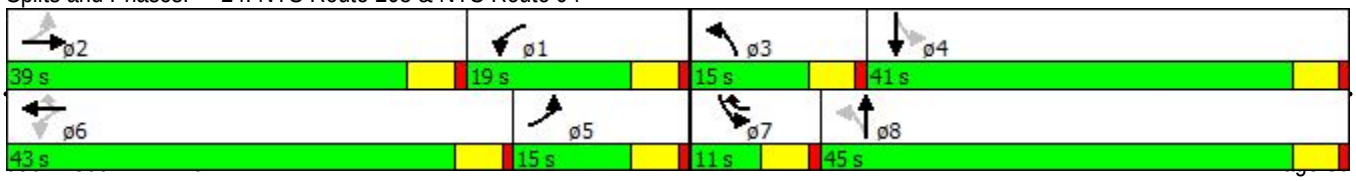
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.83		0.89	0.66	0.25	0.07	0.89		0.75	0.29	
Control Delay	22.6	51.7		63.7	37.7	4.8	17.0	51.5		41.1	21.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.6	51.7		63.7	37.7	4.8	17.0	51.5		41.1	21.6	
Queue Length 50th (ft)	18	234		125	240	9	12	289		75	84	
Queue Length 95th (ft)	39	350		#223	341	40	33	#534		#200	164	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	285	625		373	709	656	558	642		263	738	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.59		0.73	0.53	0.25	0.06	0.75		0.75	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 97.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	35	250	345	151	31	140	301	182	127	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	38	272	375	164	34	152	327	198	138	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	340	366	42	307	435	464	443	168	362	236	434	220
Arrive On Green	0.14	0.26	0.26	0.12	0.24	0.24	0.02	0.34	0.34	0.07	0.38	0.38
Sat Flow, veh/h	1654	1431	165	1723	1810	1506	1706	502	1080	1741	1139	578
Grp Volume(v), veh/h	45	0	368	272	375	164	34	0	479	198	0	208
Grp Sat Flow(s),veh/h/ln	1654	0	1596	1723	1810	1506	1706	0	1582	1741	0	1717
Q Serve(g_s), s	0.0	0.0	20.2	8.9	18.0	4.3	1.2	0.0	26.2	6.0	0.0	7.7
Cycle Q Clear(g_c), s	0.0	0.0	20.2	8.9	18.0	4.3	1.2	0.0	26.2	6.0	0.0	7.7
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.68	1.00		0.34
Lane Grp Cap(c), veh/h	340	0	409	307	435	464	443	0	530	236	0	654
V/C Ratio(X)	0.13	0.00	0.90	0.89	0.86	0.35	0.08	0.00	0.90	0.84	0.00	0.32
Avail Cap(c_a), veh/h	340	0	599	363	759	733	597	0	698	236	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	32.6	37.2	33.0	9.6	19.3	0.0	28.7	24.8	0.0	19.7
Incr Delay (d2), s/veh	0.1	0.0	9.6	18.3	2.0	0.2	0.0	0.0	10.8	21.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.0	8.2	9.2	2.0	0.6	0.0	13.0	3.5	0.0	3.7
LnGrp Delay(d),s/veh	32.4	0.0	42.2	55.5	35.0	9.8	19.3	0.0	39.5	46.2	0.0	19.8
LnGrp LOS	C		D	E	C	A	B		D	D		B
Approach Vol, veh/h		413			811			513			406	
Approach Delay, s/veh		41.1			36.8			38.1			32.7	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	28.2	6.8	39.5	17.5	26.8	11.0	35.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	10.9	22.2	3.2	9.7	2.0	20.0	8.0	28.2
Green Ext Time (p_c), s	0.2	1.0	0.0	2.7	0.4	1.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	643	49	493	411	101	608	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1629	0
Flt Permitted		0.970		0.950			0.122			0.244		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	231	1731	1607	441	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			538			260		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	748	57	573	478	117	707	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	748	57	573	478	117	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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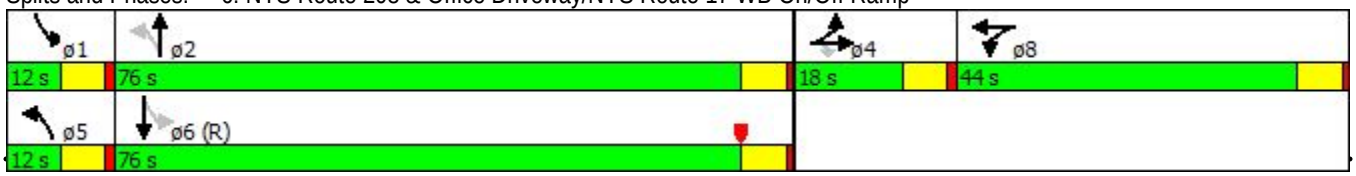
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	18.0	44.0	44.0		12.0	76.0		12.0	76.0	
Total Split (%)	12.0%	12.0%	12.0%	29.3%	29.3%		8.0%	50.7%		8.0%	50.7%	
Maximum Green (s)	12.0	12.0	12.0	38.0	38.0		6.0	70.0		6.0	70.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.79	0.48	0.99	0.06	0.47	0.32	0.71	0.30	0.42	0.94	
Control Delay		104.7	17.6	93.2	43.0	1.0	29.0	46.9	0.3	19.7	48.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		104.7	17.6	93.2	43.0	1.0	29.0	46.9	0.3	19.7	48.8	
Queue Length 50th (ft)		105	0	~482	21	0	37	425	0	48	701	
Queue Length 95th (ft)		#188	50	#665	46	0	m48	m527	m0	m72	m#894	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		144	226	484	485	1599	179	807	1607	278	787	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75	0.46	0.99	0.06	0.47	0.32	0.71	0.30	0.42	0.94	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	643	49	493	411	101	608	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	573	0	117	707	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	88	54	125	478	477	405	362	865	750	302	799	37
Arrive On Green	0.09	0.08	0.08	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.96	0.96
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1666	78
Grp Volume(v), veh/h	108	0	105	481	28	0	57	573	0	117	0	740
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	35.8	0.0	5.6	0.0	17.3
Cycle Q Clear(g_c), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	35.8	0.0	5.6	0.0	17.3
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	142	0	125	478	477	405	362	865	750	302	0	836
V/C Ratio(X)	0.76	0.00	0.84	1.01	0.06	0.00	0.16	0.66	0.00	0.39	0.00	0.89
Avail Cap(c_a), veh/h	145	0	127	478	477	405	385	865	750	302	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.41	0.41	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	68.2	55.0	42.4	0.0	20.7	30.9	0.0	23.6	0.0	2.0
Incr Delay (d2), s/veh	18.2	0.0	35.2	42.8	0.0	0.0	0.1	1.6	0.0	0.8	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.5	25.5	0.9	0.0	1.2	18.7	0.0	2.7	0.0	8.8
LnGrp Delay(d),s/veh	85.3	0.0	103.3	97.9	42.5	0.0	20.8	32.5	0.0	24.4	0.0	15.2
LnGrp LOS	F		F	F	D		C	C		C		B
Approach Vol, veh/h		213			509			630			857	
Approach Delay, s/veh		94.2			94.8			31.5			16.4	
Approach LOS		F			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	76.0		17.8	10.1	77.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	70.0		12.0	6.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	7.6	37.8		11.8	4.5	19.3		42.0
Green Ext Time (p_c), s	0.0	8.1		0.0	0.0	8.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1163	614	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.971		
Satd. Flow (perm)	1875	0	0	1759	1755	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1264	667	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1301	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.19			0.90	0.47	
Control Delay	23.7			17.0	3.7	
Queue Delay	0.0			3.9	0.4	
Total Delay	23.7			20.9	4.0	
Queue Length 50th (ft)	4			342	75	
Queue Length 95th (ft)	30			#970	134	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	350			1445	1442	
Starvation Cap Reductn	0			91	299	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.96	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1163	614	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1819	1910
Adj Flow Rate, veh/h	7	21	37	1264	667	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	22	67	73	1460	1449	20
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	410	1231	28	1805	1791	24
Grp Volume(v), veh/h	29	0	1301	0	0	676
Grp Sat Flow(s),veh/h/ln	1700	0	1833	0	0	1815
Q Serve(g_s), s	1.2	0.0	5.7	0.0	0.0	8.3
Cycle Q Clear(g_c), s	1.2	0.0	32.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	93	0	1533	0	0	1468
V/C Ratio(X)	0.31	0.00	0.85	0.00	0.00	0.46
Avail Cap(c_a), veh/h	371	0	1895	0	0	1833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	4.4	0.0	0.0	2.1
Incr Delay (d2), s/veh	1.9	0.0	3.2	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	16.9	0.0	0.0	4.0
LnGrp Delay(d),s/veh	35.2	0.0	7.6	0.0	0.0	2.4
LnGrp LOS	D		A			A
Approach Vol, veh/h	29			1301	676	
Approach Delay, s/veh	35.2			7.6	2.4	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				64.3		9.0		64.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				34.5		3.2		10.3
Green Ext Time (p_c), s				24.7		0.0		32.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1414	743	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1488	782	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1493	783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			1.00	0.52	
Control Delay	34.5			33.9	3.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	34.5			33.9	3.8	
Queue Length 50th (ft)	1			~574	91	
Queue Length 95th (ft)	8			#1154	144	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	301			1489	1508	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			1.00	0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1414	743	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1488	782	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	26	26	42	1517	1533	2
Arrive On Green	0.05	0.05	0.84	0.84	0.84	0.84
Sat Flow, veh/h	574	574	1	1805	1825	2
Grp Volume(v), veh/h	3	0	1493	0	0	783
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.1	0.0	9.9	0.0	0.0	10.5
Cycle Q Clear(g_c), s	0.1	0.0	66.5	0.0	0.0	10.5
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	79	0	1559	0	0	1535
V/C Ratio(X)	0.04	0.00	0.96	0.00	0.00	0.51
Avail Cap(c_a), veh/h	315	0	1566	0	0	1543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	6.4	0.0	0.0	2.0
Incr Delay (d2), s/veh	0.2	0.0	14.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	37.1	0.0	0.0	5.1
LnGrp Delay(d),s/veh	40.2	0.0	20.4	0.0	0.0	2.2
LnGrp LOS	D		C			A
Approach Vol, veh/h	3			1493	783	
Approach Delay, s/veh	40.2			20.4	2.2	
Approach LOS	D			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		78.6		9.0		78.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		68.5		2.1		12.5		
Green Ext Time (p_c), s		5.1		0.0		40.8		

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1039	568	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.996	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1726	0
Flt Permitted	0.986			0.974		
Satd. Flow (perm)	1695	0	0	1721	1726	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1094	598	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1127	614	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	30.5		21.0	21.0	30.5	
Total Split (s)	32.0		68.0	68.0	68.0	
Total Split (%)	32.0%		68.0%	68.0%	68.0%	
Maximum Green (s)	27.0		63.0	63.0	63.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.28			0.83	0.45	
Control Delay	20.7			12.5	4.0	
Queue Delay	0.0			6.8	0.0	
Total Delay	20.7			19.3	4.0	
Queue Length 50th (ft)	6			227	66	
Queue Length 95th (ft)	37			#572	129	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	597			1363	1368	
Starvation Cap Reductn	0			198	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.97	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 79.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1039	568	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1793	1881
Adj Flow Rate, veh/h	13	34	33	1094	598	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	32	83	83	1338	1314	35
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	456	1193	25	1770	1738	47
Grp Volume(v), veh/h	48	0	1127	0	0	614
Grp Sat Flow(s),veh/h/ln	1685	0	1795	0	0	1785
Q Serve(g_s), s	1.6	0.0	0.1	0.0	0.0	7.3
Cycle Q Clear(g_c), s	1.6	0.0	22.5	0.0	0.0	7.3
Prop In Lane	0.27	0.71	0.03			0.03
Lane Grp Cap(c), veh/h	118	0	1422	0	0	1349
V/C Ratio(X)	0.41	0.00	0.79	0.00	0.00	0.46
Avail Cap(c_a), veh/h	793	0	2025	0	0	1961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	4.5	0.0	0.0	2.6
Incr Delay (d2), s/veh	2.3	0.0	1.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	11.2	0.0	0.0	3.5
LnGrp Delay(d),s/veh	27.8	0.0	5.9	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	48			1127	614	
Approach Delay, s/veh	27.8			5.9	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.3		9.0		48.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				63.0		27.0		63.0
Max Q Clear Time (g_c+I1), s				24.5		3.6		9.3
Green Ext Time (p_c), s				18.8		0.1		21.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1033	18	1	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1087	19	1	601
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1106	0	0	602
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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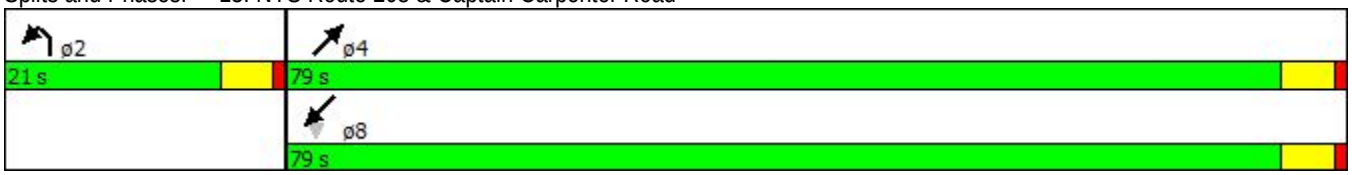
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.87			0.48
Control Delay	33.7		14.4			4.6
Queue Delay	0.0		0.0			0.0
Total Delay	33.7		14.4			4.6
Queue Length 50th (ft)	4		206			64
Queue Length 95th (ft)	26		409			113
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	461		1695			1672
Starvation Cap Reductn	0		0			97
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.65			0.38

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 62.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1033	18	1	571
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1828	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1087	19	1	601
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	108	8	1354	24	63	1361
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1553	119	1791	31	0	1799
Grp Volume(v), veh/h	15	0	0	1106	602	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1822	1800	0
Q Serve(g_s), s	0.5	0.0	0.0	21.6	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	21.6	7.0	0.0
Prop In Lane	0.87	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	125	0	0	1378	1424	0
V/C Ratio(X)	0.12	0.00	0.00	0.80	0.42	0.00
Avail Cap(c_a), veh/h	499	0	0	2348	2378	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	4.3	2.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	10.9	3.4	0.0
LnGrp Delay(d),s/veh	25.5	0.0	0.0	5.5	2.8	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1106			602
Approach Delay, s/veh	25.5		5.5			2.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		48.4				48.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		23.6				9.0
Green Ext Time (p_c), s		0.0		19.8				21.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1032	569	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1110	612	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1112	615	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.87	0.48	
Control Delay	29.2			14.1	4.3	
Queue Delay	0.0			0.1	0.0	
Total Delay	29.2			14.2	4.3	
Queue Length 50th (ft)	1			205	63	
Queue Length 95th (ft)	14			389	104	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	465			1683	1700	
Starvation Cap Reductn	0			38	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.68	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 63.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1032	569	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1110	612	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	50	50	62	1375	1382	7
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	735	735	0	1808	1818	9
Grp Volume(v), veh/h	7	0	1112	0	0	615
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1826
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	7.1
Cycle Q Clear(g_c), s	0.2	0.0	22.3	0.0	0.0	7.1
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	117	0	1437	0	0	1389
V/C Ratio(X)	0.06	0.00	0.77	0.00	0.00	0.44
Avail Cap(c_a), veh/h	470	0	2350	0	0	2313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	4.4	0.0	0.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	10.9	0.0	0.0	3.5
LnGrp Delay(d),s/veh	25.7	0.0	5.3	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1112	615	
Approach Delay, s/veh	25.7			5.3	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.4		9.0		49.4
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.3		2.2		9.1
Green Ext Time (p_c), s				20.1		0.0		21.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1018	17	20	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.952
Satd. Flow (perm)	1638	0	1763	0	0	1667
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1095	18	22	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1113	0	0	627
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.15		0.87			0.52
Control Delay	23.7		14.7			5.1
Queue Delay	0.0		0.0			0.3
Total Delay	23.7		14.7			5.4
Queue Length 50th (ft)	4		210			70
Queue Length 95th (ft)	32		437			131
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	458		1693			1601
Starvation Cap Reductn	0		0			415
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.66			0.53

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 63.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1018	17	20	563
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1095	18	22	605
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	43	67	1367	22	81	1314
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	636	983	1793	29	24	1724
Grp Volume(v), veh/h	29	0	0	1113	627	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1822	1747	0
Q Serve(g_s), s	1.0	0.0	0.0	22.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	22.0	7.4	0.0
Prop In Lane	0.38	0.59		0.02	0.04	
Lane Grp Cap(c), veh/h	114	0	0	1389	1395	0
V/C Ratio(X)	0.25	0.00	0.00	0.80	0.45	0.00
Avail Cap(c_a), veh/h	456	0	0	2290	2214	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	4.3	2.5	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	10.9	3.6	0.0
LnGrp Delay(d),s/veh	27.2	0.0	0.0	5.4	2.8	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	29		1113			627
Approach Delay, s/veh	27.2		5.4			2.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		49.9				49.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		24.0				9.4
Green Ext Time (p_c), s		0.0		20.9				22.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	993	36	33	562	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.997	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1803	0
Flt Permitted		0.848			0.753			0.998			0.922	
Satd. Flow (perm)	0	1480	0	0	1402	0	0	1816	0	0	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			3			5			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1068	39	35	604	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1112	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		80.0	80.0		80.0	80.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		76.0	76.0		76.0	76.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.18			0.15			0.86			0.55	
Control Delay		22.7			29.8			13.1			5.2	
Queue Delay		0.0			0.0			0.4			0.0	
Total Delay		22.7			29.8			13.5			5.2	
Queue Length 50th (ft)		5			7			169			64	
Queue Length 95th (ft)		40			38			376			131	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		479			444			1761			1616	
Starvation Cap Reductn		0			0			240			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.06			0.73			0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 56.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	993	36	33	562	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1814	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1068	39	35	604	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	142	11	56	206	14	12	66	1372	50	101	1263	34
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	623	148	771	1193	192	173	2	1750	64	41	1611	44
Grp Volume(v), veh/h	38	0	0	27	0	0	1112	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1542	0	0	1559	0	0	1815	0	0	1696	0	0
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.8	0.0	0.0	18.9	0.0	0.0	6.8	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.04	0.05		0.03
Lane Grp Cap(c), veh/h	208	0	0	232	0	0	1488	0	0	1398	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.12	0.00	0.00	0.75	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	532	0	0	544	0	0	2543	0	0	2321	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	24.3	0.0	0.0	3.3	0.0	0.0	2.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.4	0.0	0.0	9.3	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	24.9	0.0	0.0	24.5	0.0	0.0	4.1	0.0	0.0	2.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1112			656	
Approach Delay, s/veh		24.9			24.5			4.1			2.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		8.0		47.5		8.0		47.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		2.8		20.9		3.2		8.8
Green Ext Time (p_c), s		0.2		22.6		0.2		24.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	949	48	12	541	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.992	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1729	0
Flt Permitted		0.826			0.841			0.969			0.972	
Satd. Flow (perm)	0	1592	0	0	1605	0	0	1712	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			7			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1091	55	14	622	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1183	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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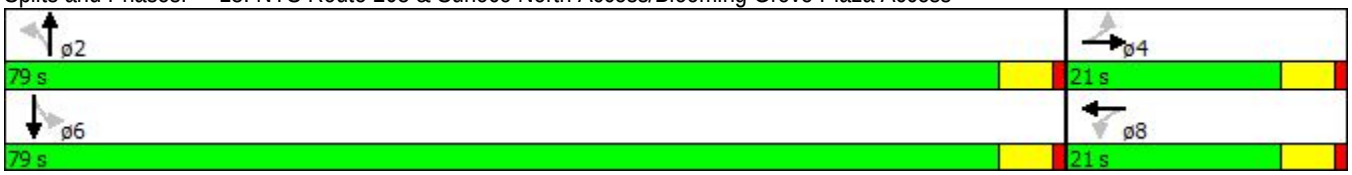
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.20			0.38			0.90			0.52	
Control Delay		35.5			27.1			18.2			5.1	
Queue Delay		0.0			0.0			0.0			2.1	
Total Delay		35.5			27.1			18.2			7.1	
Queue Length 50th (ft)		14			17			299			87	
Queue Length 95th (ft)		41			58			631			165	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		347			377			1526			1499	
Starvation Cap Reductn		0			0			0			648	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.20			0.78			0.79	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 78.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	949	48	12	541	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1091	55	14	622	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	174	27	24	125	11	68	78	1292	64	64	1269	76
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1042	342	308	605	139	876	29	1671	83	12	1642	99
Grp Volume(v), veh/h	33	0	0	74	0	0	1183	0	0	674	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	0	1620	0	0	1783	0	0	1753	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.9	0.0	0.0	28.6	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.05	0.02		0.06
Lane Grp Cap(c), veh/h	224	0	0	204	0	0	1434	0	0	1410	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.36	0.00	0.00	0.83	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	463	0	0	456	0	0	2011	0	0	1968	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	29.8	0.0	0.0	4.9	0.0	0.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.1	0.0	0.0	2.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.4	0.0	0.0	14.3	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	0.0	30.9	0.0	0.0	7.0	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1183			674	
Approach Delay, s/veh		29.3			30.9			7.0			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.8		10.2		56.8		10.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		30.6		3.1		11.2		4.9
Green Ext Time (p_c), s		21.2		0.4		24.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1180	7	2	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.110	
Satd. Flow (perm)	1652	0	1790	1319	176	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1283	8	2	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1283	8	2	775
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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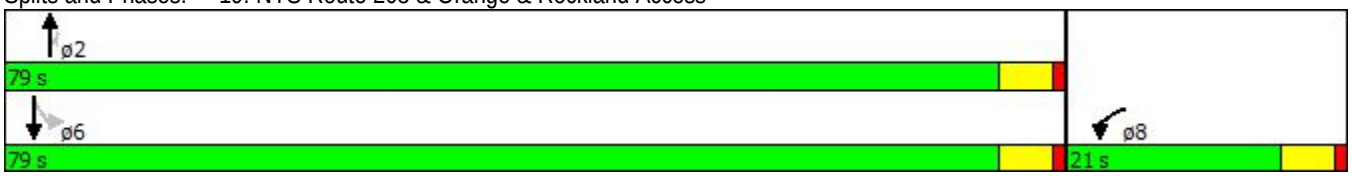
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.09		0.89	0.01	0.01	0.53
Control Delay	29.9		15.6	1.1	2.0	4.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.9		15.6	1.1	2.0	4.2
Queue Length 50th (ft)	3		306	0	0	91
Queue Length 95th (ft)	20		#923	2	1	157
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	329		1566	1155	154	1600
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.82	0.01	0.01	0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 83.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1180	7	2	713
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1283	8	2	775
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	31	44	1453	1070	219	1483
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	580	812	1790	1319	366	1828
Grp Volume(v), veh/h	13	0	1283	8	2	775
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	366	1828
Q Serve(g_s), s	0.6	0.0	35.4	0.1	0.3	10.3
Cycle Q Clear(g_c), s	0.6	0.0	35.4	0.1	35.7	10.3
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	81	0	1453	1070	219	1483
V/C Ratio(X)	0.16	0.00	0.88	0.01	0.01	0.52
Avail Cap(c_a), veh/h	325	0	1785	1315	287	1823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	4.7	1.3	16.5	2.3
Incr Delay (d2), s/veh	0.9	0.0	4.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	18.3	0.0	0.0	5.1
LnGrp Delay(d),s/veh	34.4	0.0	9.5	1.3	16.6	2.6
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	13		1291			777
Approach Delay, s/veh	34.4		9.4			2.6
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		65.2				65.2		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		37.4				37.7		2.6
Green Ext Time (p_c), s		22.6				22.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	101	1187	227	119	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.938		0.976			
Flt Protected	0.971					0.992
Satd. Flow (prot)	3456	0	3432	0	0	3214
Flt Permitted	0.971					0.992
Satd. Flow (perm)	3456	0	3432	0	0	3214
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			485
Travel Time (s)	14.3		6.3			6.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	110	1290	247	129	643
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	1537	0	0	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	267	1537	772
Demand Flow Rate, veh/h	272	1594	807
Vehicles Circulating, veh/h	1342	132	160
Vehicles Exiting, veh/h	384	835	1454
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.9	12.5	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	144	128	749	845	379	428
Cap Entry Lane, veh/h	392	441	1194	1208	1164	1180
Entry HV Adj Factor	0.983	0.980	0.965	0.964	0.957	0.956
Flow Entry, veh/h	142	125	723	815	363	409
Cap Entry, veh/h	385	433	1152	1165	1114	1128
V/C Ratio	0.367	0.290	0.627	0.699	0.326	0.363
Control Delay, s/veh	16.5	13.1	11.4	13.4	6.4	6.8
LOS	C	B	B	B	A	A
95th %tile Queue, veh	2	1	5	6	1	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.81			0.29	0.79	
Control Delay	16.2			6.1	51.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	16.2			6.1	51.6	
Queue Length 50th (ft)	325			70	141	
Queue Length 95th (ft)	#659			121	218	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1290	404	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.81			0.29	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	632	349	0	364	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1897	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	652	360	0	375	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	831	459	0	1366	299	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1150	635	0	1891	1796	14
Grp Volume(v), veh/h	0	1012	0	375	262	0
Grp Sat Flow(s),veh/h/ln	0	1785	0	1891	1817	0
Q Serve(g_s), s	0.0	32.7	0.0	6.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	32.7	0.0	6.2	12.6	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1290	0	1366	302	0
V/C Ratio(X)	0.00	0.78	0.00	0.27	0.87	0.00
Avail Cap(c_a), veh/h	0	1290	0	1366	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	4.3	36.5	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	0.0	3.3	7.3	0.0
LnGrp Delay(d),s/veh	0.0	12.8	0.0	4.8	48.1	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1012			375	262	
Approach Delay, s/veh	12.8			4.8	48.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		34.7				8.2		14.6
Green Ext Time (p_c), s		5.9				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.099	
Satd. Flow (perm)	1771	1479	1900	1507	168	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		89		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	103	1136	253	140	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.27	0.83	0.20	0.55	0.45
Control Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Length 50th (ft)	142	0	636	18	18	123
Queue Length 95th (ft)	#283	48	1051	45	67	167
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	447	1371	1294	315	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.23	0.83	0.20	0.44	0.45

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	98	1079	240	133	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	103	1136	253	140	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	200	1457	1388	268	1565
Arrive On Green	0.09	0.09	0.77	0.77	0.03	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	103	1136	253	140	652
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	8.5	48.6	3.7	2.3	12.3
Cycle Q Clear(g_c), s	12.1	8.5	48.6	3.7	2.3	12.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	200	1457	1388	268	1565
V/C Ratio(X)	0.93	0.52	0.78	0.18	0.52	0.42
Avail Cap(c_a), veh/h	165	200	1457	1388	421	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.2	9.5	1.6	17.1	2.9
Incr Delay (d2), s/veh	51.0	2.3	4.2	0.3	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.9	26.6	2.8	3.2	6.5
LnGrp Delay(d),s/veh	114.1	59.4	13.7	1.9	18.7	3.7
LnGrp LOS	F	E	B	A	B	A
Approach Vol, veh/h	257		1389			792
Approach Delay, s/veh	92.2		11.5			6.4
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	112.3				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	4.3	50.6				14.3		14.1
Green Ext Time (p_c), s	0.4	19.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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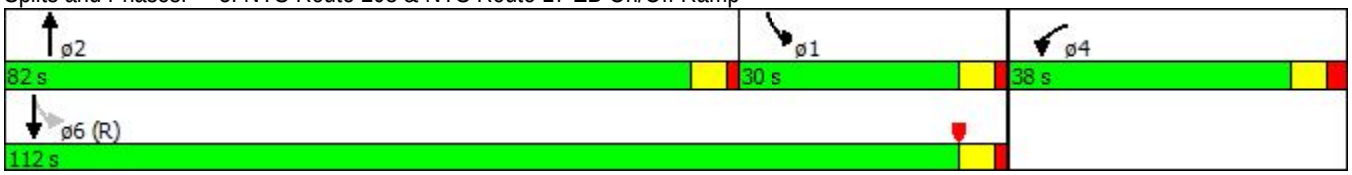
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m525
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	423	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1732	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	790	0	292	814
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	56.5	0.0	8.2	0.0
Cycle Q Clear(g_c), s	15.3	0.0	56.5	0.0	8.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	423	1310
V/C Ratio(X)	0.88	0.00	0.85	0.00	0.69	0.62
Avail Cap(c_a), veh/h	366	0	927	803	423	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.44	0.44
Uniform Delay (d), s/veh	65.1	0.0	31.8	0.0	40.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	9.8	0.0	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	30.8	0.0	9.6	0.4
LnGrp Delay(d),s/veh	69.7	0.0	41.6	0.0	42.4	1.0
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	69.7		41.6			11.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.2		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	10.2	58.5		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.4		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.985			0.955		0.170			0.251		
Satd. Flow (perm)	0	1740	0	0	1815	1615	312	1782	1607	458	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				173			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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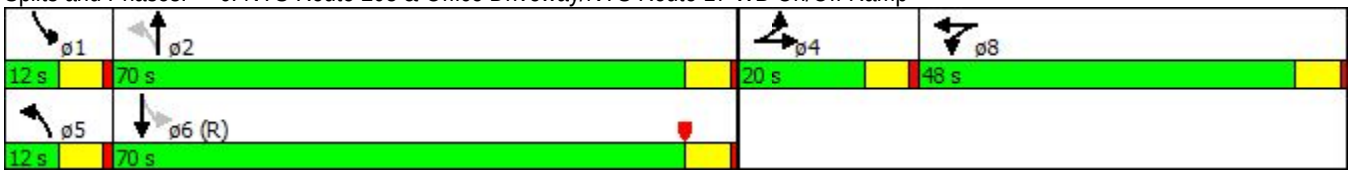
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.37	0.24	0.68	0.22	0.41	0.84	
Control Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Length 50th (ft)		143			392	0	35	423	0	51	596	
Queue Length 95th (ft)		#292			#543	0	m44	m552	m0	m80	#863	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	214	797	1607	297	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.37	0.24	0.68	0.22	0.41	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	301	815	686	287	767	31
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	173	0	0	416	0	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	301	815	686	287	0	798
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.17	0.66	0.00	0.43	0.00	0.84
Avail Cap(c_a), veh/h	160	0	0	508	0	452	325	815	686	287	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	25.0	34.4	0.0	27.2	0.0	6.5
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	1.9	0.0	1.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	18.3	0.0	3.0	0.0	13.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	25.1	36.3	0.0	28.2	0.0	16.6
LnGrp LOS	F			E			C	D		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		161.7			77.9			35.4			18.4	
Approach LOS		F			E			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	35.9		16.0	4.5	26.9		35.7
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1721	0	1668	1492
Flt Permitted	0.362				0.950	
Satd. Flow (perm)	639	1747	1721	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1116	708	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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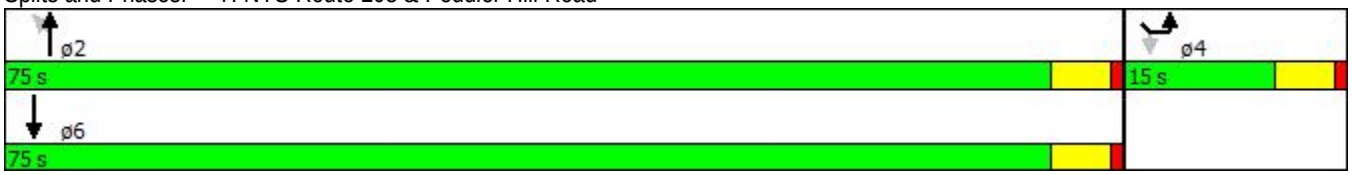
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.18	0.75	0.48		0.16	0.20
Control Delay	3.1	8.9	4.0		33.5	13.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	8.9	4.0		33.5	13.8
Queue Length 50th (ft)	8	214	81		12	0
Queue Length 95th (ft)	24	488	164		50	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	606	1657	1633		407	401
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.67	0.43		0.09	0.12

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	1083	655	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	1116	675	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	571	1339	1255	61	91	81
Arrive On Green	0.72	0.72	0.72	0.72	0.05	0.05
Sat Flow, veh/h	749	1872	1754	86	1791	1599
Grp Volume(v), veh/h	100	1116	0	708	37	49
Grp Sat Flow(s),veh/h/ln	749	1872	0	1840	1791	1599
Q Serve(g_s), s	3.0	18.0	0.0	7.6	0.9	1.3
Cycle Q Clear(g_c), s	10.7	18.0	0.0	7.6	0.9	1.3
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	571	1339	0	1316	91	81
V/C Ratio(X)	0.18	0.83	0.00	0.54	0.41	0.61
Avail Cap(c_a), veh/h	1262	3067	0	3014	419	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.3	4.3	0.0	2.8	19.7	19.9
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.9	0.0	3.8	0.4	0.6
LnGrp Delay(d),s/veh	5.3	4.8	0.0	2.9	20.8	22.6
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		1216	708		86	
Approach Delay, s/veh		4.9	2.9		21.8	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		7.2		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		20.0		3.3		9.6		
Green Ext Time (p_c), s		10.6		0.1		10.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959			0.991		
Satd. Flow (perm)	1698	0	0	1793	1815	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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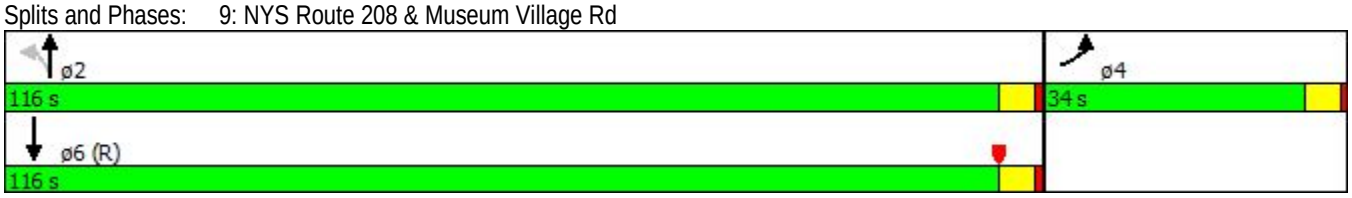
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.89	0.61	
Control Delay	73.3			17.0	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			17.0	11.5	
Queue Length 50th (ft)	239			231	338	
Queue Length 95th (ft)	#369			m338	445	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1326	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.89	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	1111	706	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1169	743	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1370	1257	127
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	7	1851	1698	171
Grp Volume(v), veh/h	260	0	1180	0	0	818
Grp Sat Flow(s),veh/h/ln	1748	0	1859	0	0	1870
Q Serve(g_s), s	21.1	0.0	3.1	0.0	0.0	30.3
Cycle Q Clear(g_c), s	21.1	0.0	66.6	0.0	0.0	30.3
Prop In Lane	0.86	0.13	0.01			0.09
Lane Grp Cap(c), veh/h	338	0	1400	0	0	1384
V/C Ratio(X)	0.77	0.00	0.84	0.00	0.00	0.59
Avail Cap(c_a), veh/h	338	0	1400	0	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	13.7	0.0	0.0	9.0
Incr Delay (d2), s/veh	15.5	0.0	4.6	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	35.6	0.0	0.0	16.2
LnGrp Delay(d),s/veh	72.8	0.0	18.3	0.0	0.0	10.9
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1180	818	
Approach Delay, s/veh	72.8			18.3	10.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		68.6		23.1		32.3		
Green Ext Time (p_c), s		9.9		0.4		10.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.953			0.941	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1720	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.81			0.49	
Control Delay		70.3			72.9	2.5		18.2			8.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		18.2			8.4	
Queue Length 50th (ft)		53			66	0		605			209	
Queue Length 95th (ft)		107			122	4		#1128			357	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1370			1347	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.81			0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 134.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	951	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	970	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	67	1254	119	54	1319	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	50	1594	151	34	1676	65
Grp Volume(v), veh/h	67	0	0	74	0	23	1107	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1794	0	0	1774	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	12.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	43.3	0.0	0.0	15.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.08	0.04		0.04
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1440	0	0	1424	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.77	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1440	0	0	1424	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	7.5	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	4.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	23.1	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	11.5	0.0	0.0	5.8	0.0	0.0
LnGrp LOS	E			E		E	B			A		
Approach Vol, veh/h		67			97			1107			656	
Approach Delay, s/veh		68.4			69.9			11.5			5.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1749	0	1652	1670	1583	1599	1508	0	1695	1684	0
Flt Permitted	0.247			0.214			0.635			0.233		
Satd. Flow (perm)	402	1749	0	369	1670	1507	1050	1508	0	412	1684	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.91	0.76	0.24	0.09	0.89		0.77	0.28	
Control Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Length 50th (ft)	20	276		113	258	10	14	283		87	82	
Queue Length 95th (ft)	42	401		#222	364	38	37	#502		#215	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	307	660		333	663	659	499	598		273	699	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.77	0.59	0.24	0.08	0.75		0.77	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1836	1900	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	347	430	33	289	445	518	423	149	346	246	400	214
Arrive On Green	0.14	0.28	0.28	0.12	0.26	0.26	0.02	0.31	0.31	0.07	0.36	0.36
Sat Flow, veh/h	1670	1514	116	1774	1727	1553	1659	478	1108	1757	1102	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1670	0	1629	1774	1727	1553	1659	0	1587	1757	0	1693
Q Serve(g_s), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	347	0	463	289	445	518	423	0	496	246	0	615
V/C Ratio(X)	0.15	0.00	0.91	0.88	0.88	0.31	0.09	0.00	0.90	0.86	0.00	0.32
Avail Cap(c_a), veh/h	347	0	624	328	698	746	542	0	641	246	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	32.5	39.2	33.5	9.0	21.3	0.0	31.0	25.2	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	12.7	20.0	5.1	0.1	0.0	0.0	11.9	23.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.2	8.1	10.3	1.7	0.7	0.0	12.7	3.7	0.0	3.6
LnGrp Delay(d),s/veh	33.4	0.0	45.2	59.2	38.6	9.1	21.3	0.0	42.9	48.6	0.0	21.7
LnGrp LOS	C		D	E	D	A	C		D	D		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		43.9			39.3			41.1			35.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	31.7	7.2	39.1	18.4	29.2	12.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	25.6	3.5	9.8	2.0	22.4	9.0	27.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.4	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.970		0.950			0.203			0.275		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	373	1782	1607	502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			574			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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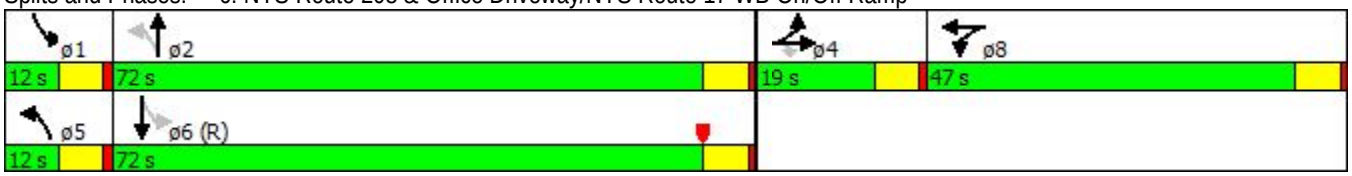
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.37	0.20	0.63	0.22	0.36	0.78	
Control Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Length 50th (ft)		80	0	368	16	0	35	412	0	50	332	
Queue Length 95th (ft)		138	37	485	38	0	m44	m544	m0	m79	#840	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	253	851	1607	337	851	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.37	0.20	0.63	0.22	0.36	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	340	840	707	303	791	32
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	83	0	90	395	21	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	340	840	707	303	0	823
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.15	0.64	0.00	0.40	0.00	0.81
Avail Cap(c_a), veh/h	160	0	140	519	525	441	364	840	707	303	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	23.1	32.8	0.0	25.4	0.0	4.6
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	1.7	0.0	0.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	17.8	0.0	2.9	0.0	10.5
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	23.2	34.5	0.0	26.2	0.0	13.1
LnGrp LOS	E		F	E	D		C	C		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		79.8			69.8			33.5			15.2	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	35.1		10.2	4.4	21.2		33.8
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.964		
Satd. Flow (perm)	1717	0	0	1797	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.13			0.88	0.53	
Control Delay	22.1			14.6	4.7	
Queue Delay	0.0			0.1	0.1	
Total Delay	22.1			14.7	4.8	
Queue Length 50th (ft)	2			231	79	
Queue Length 95th (ft)	26			479	141	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	446			1697	1707	
Starvation Cap Reductn	0			29	127	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.71	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 67.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	1081	670	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	1138	705	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	21	75	85	1431	1436	14
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	325	1170	33	1844	1851	18
Grp Volume(v), veh/h	24	0	1178	0	0	712
Grp Sat Flow(s),veh/h/ln	1560	0	1878	0	0	1869
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	0.9	0.0	22.0	0.0	0.0	8.6
Prop In Lane	0.21	0.75	0.03			0.01
Lane Grp Cap(c), veh/h	100	0	1517	0	0	1451
V/C Ratio(X)	0.24	0.00	0.78	0.00	0.00	0.49
Avail Cap(c_a), veh/h	399	0	2264	0	0	2213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	4.0	0.0	0.0	2.5
Incr Delay (d2), s/veh	1.2	0.0	1.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	11.6	0.0	0.0	4.3
LnGrp Delay(d),s/veh	29.0	0.0	5.0	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	24			1178	712	
Approach Delay, s/veh	29.0			5.0	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				53.5		9.0		53.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.0		2.9		10.6
Green Ext Time (p_c), s				24.5		0.0		27.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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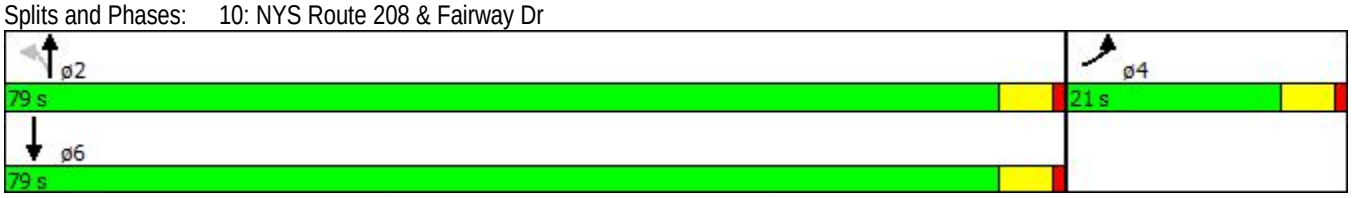
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.06			0.90	0.52	
Control Delay	28.9			16.2	3.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.9			16.2	3.8	
Queue Length 50th (ft)	1			361	94	
Queue Length 95th (ft)	14			#998	153	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	304			1529	1564	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.90	0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1318	772	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1373	804	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	21	53	47	1528	1559	4
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	421	1052	2	1857	1895	5
Grp Volume(v), veh/h	8	0	1379	0	0	806
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.4	0.0	39.9	0.0	0.0	10.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	85	0	1575	0	0	1563
V/C Ratio(X)	0.09	0.00	0.88	0.00	0.00	0.52
Avail Cap(c_a), veh/h	341	0	1786	0	0	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	4.8	0.0	0.0	2.2
Incr Delay (d2), s/veh	0.5	0.0	4.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	21.6	0.0	0.0	5.3
LnGrp Delay(d),s/veh	36.2	0.0	9.5	0.0	0.0	2.4
LnGrp LOS	D		A			A
Approach Vol, veh/h	8			1379	806	
Approach Delay, s/veh	36.2			9.5	2.4	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.0		9.0		70.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		41.9		2.4		12.3		
Green Ext Time (p_c), s		23.1		0.0		35.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.973		
Satd. Flow (perm)	1707	0	0	1770	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.85	0.53	
Control Delay	19.6			14.0	5.6	
Queue Delay	0.0			0.1	0.0	
Total Delay	19.6			14.1	5.6	
Queue Length 50th (ft)	4			171	69	
Queue Length 95th (ft)	36			363	135	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	549			1726	1730	
Starvation Cap Reductn	0			105	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.63	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 55.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	985	620	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	995	626	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	49	79	91	1327	1311	27
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	637	1019	26	1820	1798	37
Grp Volume(v), veh/h	40	0	1027	0	0	639
Grp Sat Flow(s),veh/h/ln	1698	0	1846	0	0	1835
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.2	0.0	16.8	0.0	0.0	7.5
Prop In Lane	0.37	0.60	0.03			0.02
Lane Grp Cap(c), veh/h	131	0	1418	0	0	1339
V/C Ratio(X)	0.30	0.00	0.72	0.00	0.00	0.48
Avail Cap(c_a), veh/h	525	0	2684	0	0	2626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	1.3	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.6	0.0	0.0	3.6
LnGrp Delay(d),s/veh	23.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	40			1027	639	
Approach Delay, s/veh	23.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.7		9.0		42.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.8		3.2		9.5
Green Ext Time (p_c), s				18.9		0.0		19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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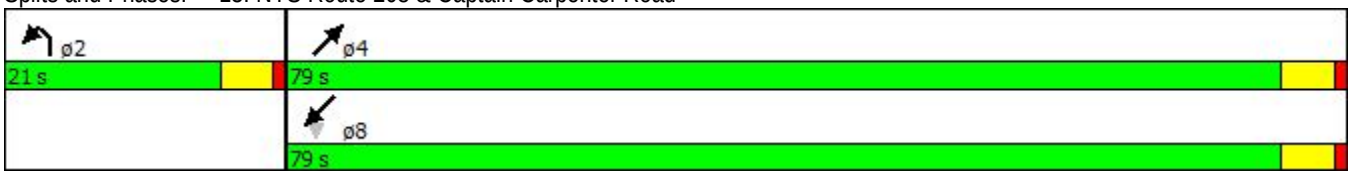
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.09		0.84			0.53
Control Delay	22.9		13.4			5.8
Queue Delay	0.0		0.0			0.0
Total Delay	22.9		13.4			5.8
Queue Length 50th (ft)	3		157			67
Queue Length 95th (ft)	24		325			128
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	559		1811			1784
Starvation Cap Reductn	0		0			50
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.56			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	978	22	3	620
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	988	22	3	626
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	92	42	1323	29	73	1334
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1155	533	1834	41	1	1849
Grp Volume(v), veh/h	20	0	0	1010	629	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1874	1850	0
Q Serve(g_s), s	0.5	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	16.4	7.2	0.0
Prop In Lane	0.65	0.30		0.02	0.00	
Lane Grp Cap(c), veh/h	141	0	0	1353	1407	0
V/C Ratio(X)	0.14	0.00	0.00	0.75	0.45	0.00
Avail Cap(c_a), veh/h	565	0	0	2758	2781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	4.2	2.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	8.5	3.6	0.0
LnGrp Delay(d),s/veh	22.0	0.0	0.0	5.1	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	20		1010			629
Approach Delay, s/veh	22.0		5.1			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.3				41.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		18.4				9.2
Green Ext Time (p_c), s		0.0		17.9				18.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		None	None	None	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.84	0.53	
Control Delay	22.5			13.2	5.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	22.5			13.2	5.5	
Queue Length 50th (ft)	1			154	66	
Queue Length 95th (ft)	9			293	113	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	576			1799	1819	
Starvation Cap Reductn	0			24	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.57	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	981	621	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	1011	640	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	54	54	72	1349	1359	4
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	690	690	1	1860	1875	6
Grp Volume(v), veh/h	5	0	1014	0	0	642
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1880
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.1	0.0	16.7	0.0	0.0	7.3
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	135	0	1420	0	0	1364
V/C Ratio(X)	0.04	0.00	0.71	0.00	0.00	0.47
Avail Cap(c_a), veh/h	542	0	2771	0	0	2732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.4	0.0	0.0	3.7
LnGrp Delay(d),s/veh	21.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			1014	642	
Approach Delay, s/veh	21.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.9		9.0		41.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.7		2.1		9.3
Green Ext Time (p_c), s				18.2		0.0		18.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.949
Satd. Flow (perm)	1674	0	1813	0	0	1710
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.14		0.84			0.57
Control Delay	19.0		13.5			6.5
Queue Delay	0.0		0.0			0.1
Total Delay	19.0		13.5			6.6
Queue Length 50th (ft)	4		158			73
Queue Length 95th (ft)	31		338			148
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	565		1800			1697
Starvation Cap Reductn	0		0			295
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.56			0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	967	16	25	609
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1879	1900	1900	1864
Adj Flow Rate, veh/h	14	19	997	16	26	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	55	75	1343	22	94	1287
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	706	958	1845	30	29	1768
Grp Volume(v), veh/h	34	0	0	1013	654	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1874	1797	0
Q Serve(g_s), s	1.0	0.0	0.0	16.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	16.5	7.6	0.0
Prop In Lane	0.41	0.56		0.02	0.04	
Lane Grp Cap(c), veh/h	133	0	0	1364	1380	0
V/C Ratio(X)	0.26	0.00	0.00	0.74	0.47	0.00
Avail Cap(c_a), veh/h	533	0	0	2696	2592	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	4.1	2.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	8.5	3.9	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	5.0	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	34		1013			654
Approach Delay, s/veh	23.3		5.0			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		42.4				42.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		18.5				9.6
Green Ext Time (p_c), s		0.0		19.0				19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.820			0.798			0.996			0.974	
Satd. Flow (perm)	0	1481	0	0	1474	0	0	1865	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			5			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.09			0.22			0.83			0.54	
Control Delay		21.8			22.4			13.4			6.4	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		21.8			22.4			13.7			6.4	
Queue Length 50th (ft)		3			8			165			74	
Queue Length 95th (ft)		25			46			364			155	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		522			524			1837			1782	
Starvation Cap Reductn		0			0			242			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.09			0.64			0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	943	35	15	598	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	972	36	15	616	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	158	27	51	182	17	38	73	1306	48	82	1295	21
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	630	341	647	862	218	491	3	1797	66	14	1782	28
Grp Volume(v), veh/h	20	0	0	48	0	0	1015	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1570	0	0	1866	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.4	0.0	0.0	16.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.04	0.02		0.02
Lane Grp Cap(c), veh/h	235	0	0	237	0	0	1427	0	0	1397	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.20	0.00	0.00	0.71	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	621	0	0	625	0	0	2722	0	0	2627	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	22.4	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.7	0.0	0.0	8.4	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	22.2	0.0	0.0	22.8	0.0	0.0	4.9	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		20			48			1015			641	
Approach Delay, s/veh		22.2			22.8			4.9			3.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		42.2		9.0		42.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.4		18.6		2.5		9.4
Green Ext Time (p_c), s		0.2		18.6		0.2		19.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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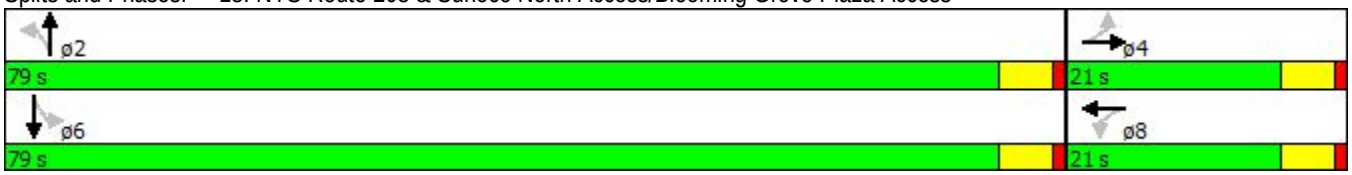
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.14			0.23			0.84			0.56	
Control Delay		26.5			17.7			14.1			6.5	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		26.5			17.7			14.1			6.9	
Queue Length 50th (ft)		6			6			160			70	
Queue Length 95th (ft)		35			44			356			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		469			573			1790			1698	
Starvation Cap Reductn		0			0			0			525	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.10			0.55			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	924	24	20	556	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1841	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	943	24	20	567	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	254	14	10	149	12	80	89	1274	32	92	1163	80
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1348	167	121	534	146	963	17	1800	45	20	1642	113
Grp Volume(v), veh/h	27	0	0	58	0	0	990	0	0	627	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1643	0	0	1862	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	15.5	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	278	0	0	242	0	0	1395	0	0	1335	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.00	0.71	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	647	0	0	646	0	0	2923	0	0	2757	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	0.0	4.3	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	20.6	0.0	0.0	21.3	0.0	0.0	5.0	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			990			627	
Approach Delay, s/veh		20.6			21.3			5.0			3.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		9.0		38.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		17.5		2.6		9.4		3.6
Green Ext Time (p_c), s		16.4		0.3		16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.108	
Satd. Flow (perm)	1928	0	1844	1583	207	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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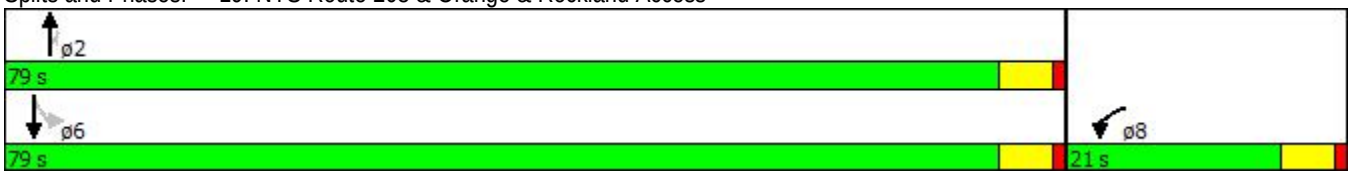
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.15		0.88	0.00	0.01	0.58
Control Delay	25.8		14.7	1.3	2.0	5.5
Queue Delay	0.0		0.8	0.0	0.0	0.0
Total Delay	25.8		15.5	1.3	2.0	5.5
Queue Length 50th (ft)	6		236	0	0	97
Queue Length 95th (ft)	36		482	1	1	173
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	514		1752	1504	197	1770
Starvation Cap Reductn	0		264	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.80	0.00	0.01	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	1107	3	2	737
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1190	3	2	792
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	54	51	1445	1241	299	1461
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	876	821	1844	1583	481	1863
Grp Volume(v), veh/h	32	0	1190	3	2	792
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	481	1863
Q Serve(g_s), s	1.1	0.0	25.5	0.0	0.2	10.4
Cycle Q Clear(g_c), s	1.1	0.0	25.5	0.0	25.7	10.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	108	0	1445	1241	299	1461
V/C Ratio(X)	0.30	0.00	0.82	0.00	0.01	0.54
Avail Cap(c_a), veh/h	433	0	2106	1808	472	2128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	4.3	1.5	12.1	2.6
Incr Delay (d2), s/veh	1.5	0.0	1.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	13.0	0.0	0.0	5.2
LnGrp Delay(d),s/veh	30.6	0.0	6.1	1.5	12.1	2.9
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	32		1193			794
Approach Delay, s/veh	30.6		6.1			3.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		55.8				55.8		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		27.5				27.7		3.1
Green Ext Time (p_c), s		23.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3513	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3513	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1389	792
Demand Flow Rate, veh/h	275	1403	812
Vehicles Circulating, veh/h	1147	147	165
Vehicles Exiting, veh/h	403	830	1257
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	10.4	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	659	744	382	430
Cap Entry Lane, veh/h	469	519	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	653	736	372	420
Cap Entry, veh/h	437	486	1166	1180	1129	1147
V/C Ratio	0.311	0.248	0.560	0.624	0.330	0.366
Control Delay, s/veh	13.5	11.1	9.7	11.1	6.4	6.8
LOS	B	B	A	B	A	A
95th %tile Queue, veh	1	1	4	5	1	2

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.61			0.37	0.76	
Control Delay	10.0			7.2	48.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.0			7.2	48.5	
Queue Length 50th (ft)	175			93	139	
Queue Length 95th (ft)	311			164	190	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1236			1290	409	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.61			0.36	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	418	221	0	397	216	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	492	260	0	467	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	834	441	0	1366	293	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1154	610	0	1891	1761	14
Grp Volume(v), veh/h	0	752	0	467	257	0
Grp Sat Flow(s),veh/h/ln	0	1764	0	1891	1782	0
Q Serve(g_s), s	0.0	18.5	0.0	8.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	18.5	0.0	8.2	12.6	0.0
Prop In Lane		0.35	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1275	0	1366	296	0
V/C Ratio(X)	0.00	0.59	0.00	0.34	0.87	0.00
Avail Cap(c_a), veh/h	0	1275	0	1366	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	4.6	36.6	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.7	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	4.4	7.2	0.0
LnGrp Delay(d),s/veh	0.0	8.0	0.0	5.3	48.3	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	752			467	257	
Approach Delay, s/veh	8.0			5.3	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.5				10.2		14.6
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.301	
Satd. Flow (perm)	1895	1401	1900	1423	536	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	40	780	39	27	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.19	0.50	0.03	0.05	0.51
Control Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Length 50th (ft)	28	0	208	1	2	122
Queue Length 95th (ft)	63	34	317	5	7	204
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	282	313	1555	1376	606	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.50	0.03	0.04	0.51

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	37	725	36	25	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	40	780	39	27	810
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	76	89	1561	1313	568	1682
Arrive On Green	0.04	0.04	0.82	0.82	0.02	0.88
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	40	780	39	27	810
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	3.2	15.7	0.5	0.3	11.1
Cycle Q Clear(g_c), s	2.2	3.2	15.7	0.5	0.3	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	76	89	1561	1313	568	1682
V/C Ratio(X)	0.45	0.45	0.50	0.03	0.05	0.48
Avail Cap(c_a), veh/h	286	255	1561	1313	749	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	57.3	3.4	1.2	2.6	1.6
Incr Delay (d2), s/veh	4.1	3.5	1.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	8.5	0.3	0.1	6.1
LnGrp Delay(d),s/veh	63.2	60.8	4.6	1.3	2.6	2.6
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	74		819			837
Approach Delay, s/veh	61.9		4.4			2.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	108.6				116.0		10.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	17.7				13.1		5.2
Green Ext Time (p_c), s	0.0	13.0				13.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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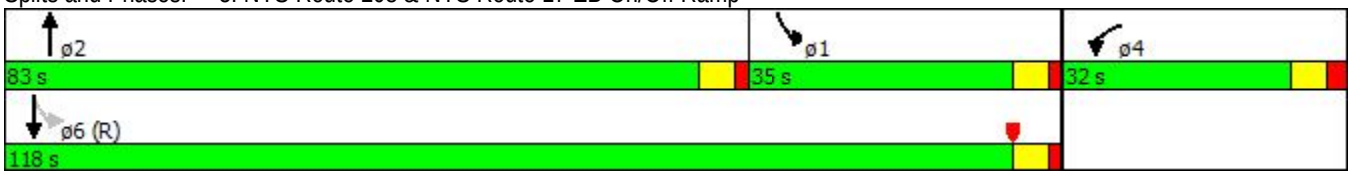
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	609	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1677	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	639	0	334	580
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	38.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	38.1	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	609	1411
V/C Ratio(X)	0.82	0.00	0.67	0.00	0.55	0.41
Avail Cap(c_a), veh/h	288	0	958	806	609	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.66	0.66
Uniform Delay (d), s/veh	68.8	0.0	26.7	0.0	25.3	0.0
Incr Delay (d2), s/veh	5.2	0.0	3.7	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	20.5	0.0	8.5	0.2
LnGrp Delay(d),s/veh	74.0	0.0	30.4	0.0	25.7	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	74.0		30.4			9.8
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	2.0	40.1		10.5		2.0		
Green Ext Time (p_c), s	0.9	1.9		0.2		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.982			0.957		0.258			0.430		
Satd. Flow (perm)	0	1630	0	0	1788	1631	498	1765	1607	769	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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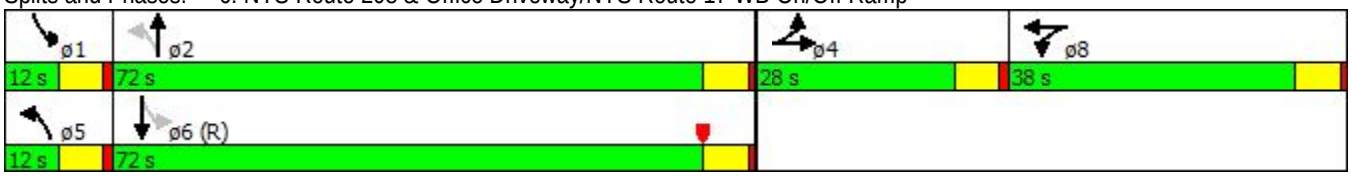
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.16	0.14	0.41	0.15	0.16	0.69	
Control Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Length 50th (ft)		88			215	0	19	165	0	29	288	
Queue Length 95th (ft)		152			296	0	m55	334	0	m59	#821	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	360	958	1607	522	956	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.16	0.14	0.41	0.15	0.16	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	356	832	707	390	777	43
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	115	0	0	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	236	0	0	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		73.1			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		12.6	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.327				0.950	
Satd. Flow (perm)	577	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	714	709	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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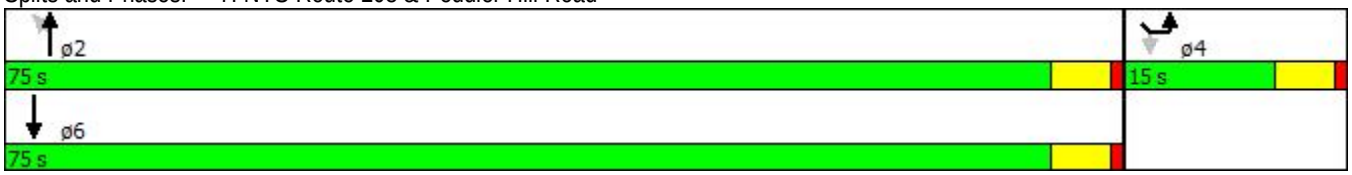
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.08	0.55	0.54		0.02	0.20
Control Delay	3.8	6.4	6.2		15.8	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	6.4	6.2		15.8	7.3
Queue Length 50th (ft)	2	74	72		1	0
Queue Length 95th (ft)	10	173	169		11	26
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	577	1730	1744		701	669
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.41	0.41		0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 29.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	707	691	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	714	698	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	502	1068	1059	17	100	89
Arrive On Green	0.58	0.58	0.58	0.58	0.06	0.06
Sat Flow, veh/h	748	1853	1838	29	1791	1599
Grp Volume(v), veh/h	33	714	0	709	8	73
Grp Sat Flow(s),veh/h/ln	748	1853	0	1867	1791	1599
Q Serve(g_s), s	0.9	7.2	0.0	7.1	0.1	1.2
Cycle Q Clear(g_c), s	7.9	7.2	0.0	7.1	0.1	1.2
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	502	1068	0	1075	100	89
V/C Ratio(X)	0.07	0.67	0.00	0.66	0.08	0.82
Avail Cap(c_a), veh/h	1998	4775	0	4810	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.0	0.0	3.9	12.2	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	0.0	3.6	0.1	0.7
LnGrp Delay(d),s/veh	6.7	4.2	0.0	4.2	12.3	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		747	709		81	
Approach Delay, s/veh		4.4	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.6		6.5		20.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		9.9		3.2		9.1		
Green Ext Time (p_c), s		5.7		0.1		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1829	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				10	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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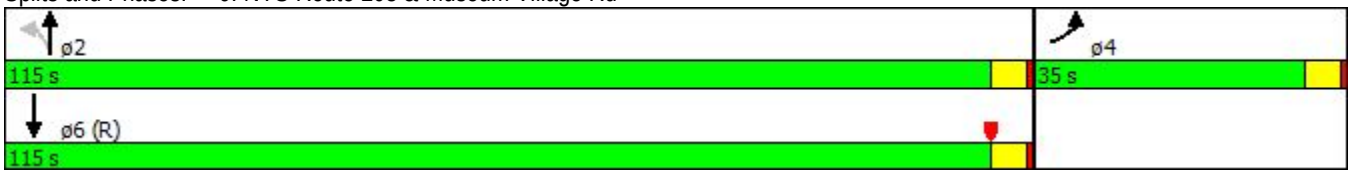
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.53	0.60	
Control Delay	52.1			4.9	11.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			4.9	11.6	
Queue Length 50th (ft)	83			76	334	
Queue Length 95th (ft)	143			110	442	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1343	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.53	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	673	711	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	687	726	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	30	1357	1248	134
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	8	1851	1702	183
Grp Volume(v), veh/h	104	0	695	0	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1885
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	29.8
Cycle Q Clear(g_c), s	7.8	0.0	23.6	0.0	0.0	29.8
Prop In Lane	0.87	0.12	0.01			0.10
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1382
V/C Ratio(X)	0.30	0.00	0.50	0.00	0.00	0.58
Avail Cap(c_a), veh/h	342	0	1387	0	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	8.5	0.0	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	12.2	0.0	0.0	16.1
LnGrp Delay(d),s/veh	53.4	0.0	8.6	0.0	0.0	11.1
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			695	804	
Approach Delay, s/veh	53.4			8.6	11.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		25.6		9.8		31.8		
Green Ext Time (p_c), s		5.4		0.3		5.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1780	0	1668	1818	1599	1727	1565	0	1728	1826	0
Flt Permitted	0.336			0.245			0.656			0.224		
Satd. Flow (perm)	567	1780	0	426	1818	1522	1166	1565	0	407	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				179					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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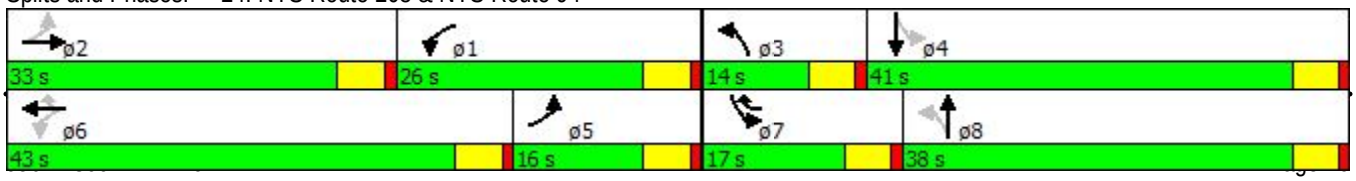
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.85	0.49	0.22	0.10	0.89		0.60	0.21	
Control Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Length 50th (ft)	13	243		139	142	0	16	264		87	69	
Queue Length 95th (ft)	26	#401		206	292	25	40	#452		148	129	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	368	528		487	766	826	501	544		354	761	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.70		0.62	0.41	0.22	0.09	0.74		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	442	361	47	344	385	483	465	138	315	308	487	158
Arrive On Green	0.19	0.25	0.25	0.15	0.20	0.20	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	1737	1467	190	1792	1881	1560	1791	500	1143	1792	1383	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1737	0	1657	1792	1881	1560	1791	0	1643	1792	0	1832
Q Serve(g_s), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Cycle Q Clear(g_c), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	442	0	408	344	385	483	465	0	453	308	0	646
V/C Ratio(X)	0.06	0.00	0.90	0.88	0.81	0.37	0.09	0.00	0.89	0.67	0.00	0.25
Avail Cap(c_a), veh/h	442	0	533	515	821	845	603	0	623	371	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	31.8	34.8	33.1	8.4	21.8	0.0	30.2	21.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	13.1	8.2	1.6	0.2	0.0	0.0	9.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.0	7.9	7.3	1.9	0.7	0.0	10.4	3.4	0.0	2.7
LnGrp Delay(d),s/veh	26.9	0.0	44.9	43.0	34.7	8.6	21.8	0.0	39.2	23.2	0.0	20.1
LnGrp LOS	C		D	D	C	A	C		D	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		43.7			32.0			37.6			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	26.4	7.3	35.7	21.3	22.8	14.0	29.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	20.7	3.5	7.4	2.0	15.8	8.8	22.4
Green Ext Time (p_c), s	0.4	0.8	0.0	2.1	0.4	1.7	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

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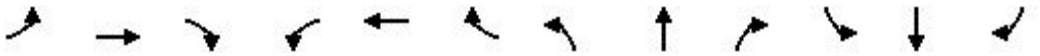

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.967			0.957		0.274			0.438		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	528	1765	1607	784	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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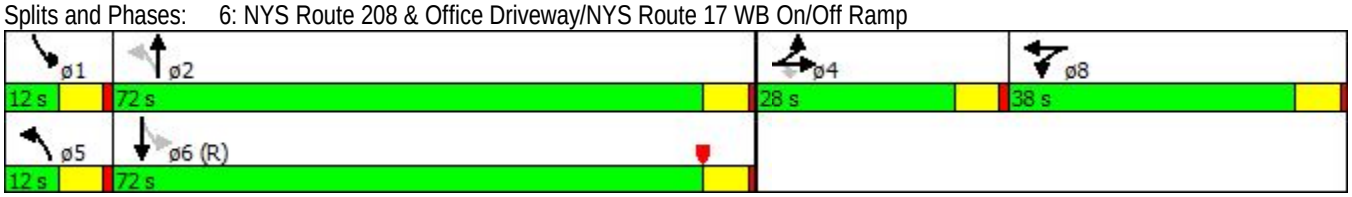
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.16	0.14	0.40	0.15	0.15	0.67	
Control Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Length 50th (ft)		60	0		215	0	18	165	0	27	288	
Queue Length 95th (ft)		109	0		296	0	m55	324	0	m58	374	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	385	993	1607	549	992	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.16	0.14	0.40	0.15	0.15	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	356	832	707	390	777	43
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	62	0	53	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	252	0	219	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		74.6			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		7.3	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.977		
Satd. Flow (perm)	1913	0	0	1804	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.73	0.70	
Control Delay	10.8			11.0	10.1	
Queue Delay	0.0			0.1	0.1	
Total Delay	10.8			11.1	10.1	
Queue Length 50th (ft)	1			80	75	
Queue Length 95th (ft)	17			167	156	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	889			1804	1824	
Starvation Cap Reductn	0			207	162	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.45	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	696	683	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	703	690	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	133	109	1173	1167	17
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	416	1249	17	1868	1859	27
Grp Volume(v), veh/h	25	0	722	0	0	700
Grp Sat Flow(s),veh/h/ln	1735	0	1885	0	0	1886
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	0.5	0.0	8.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	184	0	1282	0	0	1184
V/C Ratio(X)	0.14	0.00	0.56	0.00	0.00	0.59
Avail Cap(c_a), veh/h	738	0	3742	0	0	3710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	4.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.6	0.0	4.6	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	25			722	700	
Approach Delay, s/veh	15.6			4.6	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.6		9.0		28.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.5		10.3
Green Ext Time (p_c), s				13.1		0.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1832	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.78	0.77	
Control Delay	14.5			11.7	11.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.5			11.7	11.3	
Queue Length 50th (ft)	1			103	106	
Queue Length 95th (ft)	13			208	211	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	715			1832	1898	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.46	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	755	781	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	830	858	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	59	82	84	1258	1296	6
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	653	914	4	1834	1890	9
Grp Volume(v), veh/h	13	0	837	0	0	862
Grp Sat Flow(s),veh/h/ln	1697	0	1838	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.3	0.0	11.6	0.0	0.0	11.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	152	0	1342	0	0	1302
V/C Ratio(X)	0.09	0.00	0.62	0.00	0.00	0.66
Avail Cap(c_a), veh/h	609	0	3109	0	0	3151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	4.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.9	0.0	4.5	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	13			837	862	
Approach Delay, s/veh	18.9			4.5	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		9.0		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		13.6		2.3		13.6		
Green Ext Time (p_c), s		16.9		0.0		16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.950		
Satd. Flow (perm)	1726	0	0	1728	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.14			0.72	0.66	
Control Delay	9.8			11.2	9.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			11.2	9.4	
Queue Length 50th (ft)	2			75	67	
Queue Length 95th (ft)	23			165	145	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	864			1728	1797	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.39	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 35.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	624	616	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	637	629	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	48	143	133	1073	1099	19
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	419	1257	43	1781	1825	32
Grp Volume(v), veh/h	45	0	673	0	0	640
Grp Sat Flow(s),veh/h/ln	1714	0	1824	0	0	1857
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.8	0.0	7.8	0.0	0.0	7.4
Prop In Lane	0.24	0.73	0.05			0.02
Lane Grp Cap(c), veh/h	195	0	1206	0	0	1118
V/C Ratio(X)	0.23	0.00	0.56	0.00	0.00	0.57
Avail Cap(c_a), veh/h	828	0	3788	0	0	3852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	4.3	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	14.8	0.0	4.7	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	45			673	640	
Approach Delay, s/veh	14.8			4.7	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.2		9.0		26.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		2.8		9.4
Green Ext Time (p_c), s				11.4		0.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1813	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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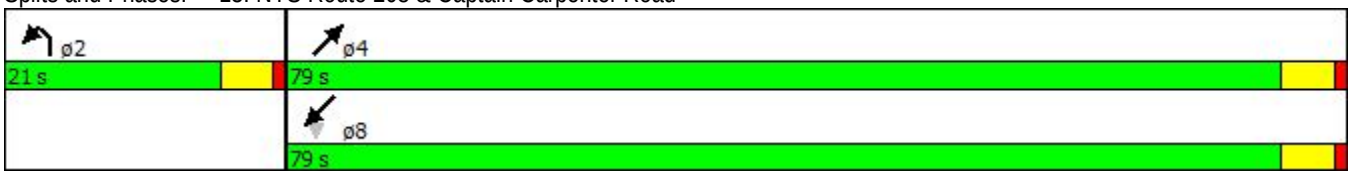
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.04		0.69			0.68
Control Delay	13.6		10.4			10.1
Queue Delay	0.0		0.0			0.1
Total Delay	13.6		10.4			10.2
Queue Length 50th (ft)	2		67			65
Queue Length 95th (ft)	12		141			135
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	839		1813			1808
Starvation Cap Reductn	0		0			287
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	622	13	1	615
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1872
Adj Flow Rate, veh/h	12	1	635	13	1	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	185	15	1079	22	107	1099
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1566	131	1837	38	0	1871
Grp Volume(v), veh/h	14	0	0	648	629	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1875	1871	0
Q Serve(g_s), s	0.2	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.4	7.1	0.0
Prop In Lane	0.86	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	215	0	0	1101	1205	0
V/C Ratio(X)	0.06	0.00	0.00	0.59	0.52	0.00
Avail Cap(c_a), veh/h	862	0	0	4091	4183	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	4.4	4.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.8	3.6	0.0
LnGrp Delay(d),s/veh	13.4	0.0	0.0	4.9	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	14		648			629
Approach Delay, s/veh	13.4		4.9			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		24.9				24.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.2		9.4				9.1
Green Ext Time (p_c), s		0.0		10.5				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1711	0	0	1793	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.71	0.68	
Control Delay	12.2			10.6	9.9	
Queue Delay	0.0			0.1	0.0	
Total Delay	12.2			10.7	9.9	
Queue Length 50th (ft)	0			70	68	
Queue Length 95th (ft)	6			142	135	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	839			1793	1835	
Starvation Cap Reductn	0			270	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.44	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 33.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	619	614	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	659	653	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	79	79	105	1112	1132	5
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	690	2	1857	1890	9
Grp Volume(v), veh/h	5	0	663	0	0	656
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	0.0	7.7	0.0	0.0	7.4
Prop In Lane	0.40	0.40	0.01			0.00
Lane Grp Cap(c), veh/h	198	0	1218	0	0	1137
V/C Ratio(X)	0.03	0.00	0.54	0.00	0.00	0.58
Avail Cap(c_a), veh/h	790	0	4025	0	0	4024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	4.4	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	13.8	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			663	656	
Approach Delay, s/veh	13.8			4.7	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.9		9.0		25.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.7		2.1		9.4
Green Ext Time (p_c), s				11.2		0.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	23.0		77.0		77.0	77.0
Total Split (%)	23.0%		77.0%		77.0%	77.0%
Maximum Green (s)	18.0		72.0		72.0	72.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.69			0.71
Control Delay	10.6		10.3			11.0
Queue Delay	0.0		0.0			0.0
Total Delay	10.6		10.3			11.0
Queue Length 50th (ft)	2		70			72
Queue Length 95th (ft)	20		151			157
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	905		1815			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.36			0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	610	11	18	606
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1882	1900	1900	1882
Adj Flow Rate, veh/h	13	21	649	12	19	645
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	72	117	1106	20	117	1104
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	634	1024	1841	34	18	1838
Grp Volume(v), veh/h	35	0	0	661	664	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1876	1856	0
Q Serve(g_s), s	0.7	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	7.6	7.6	0.0
Prop In Lane	0.37	0.60		0.02	0.03	
Lane Grp Cap(c), veh/h	195	0	0	1126	1220	0
V/C Ratio(X)	0.18	0.00	0.00	0.59	0.54	0.00
Avail Cap(c_a), veh/h	876	0	0	3853	3849	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	4.3	4.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	4.0	0.0
LnGrp Delay(d),s/veh	14.5	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	35		661			664
Approach Delay, s/veh	14.5		4.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		26.1				26.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		18.0		72.0				72.0
Max Q Clear Time (g_c+I1), s		2.7		9.6				9.6
Green Ext Time (p_c), s		0.0		11.4				11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.773			0.828			0.989			0.995	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1854	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		60.5	60.5	
Total Split (s)	24.0	24.0		24.0	24.0		76.0	76.0		76.0	76.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		76.0%	76.0%		76.0%	76.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		71.0	71.0		71.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.07			0.10			0.69			0.68	
Control Delay		13.1			12.2			10.4			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			12.2			10.4			10.1	
Queue Length 50th (ft)		2			3			69			67	
Queue Length 95th (ft)		14			18			148			143	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		782			850			1854			1852	
Starvation Cap Reductn		0			0			41			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.03			0.36			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	12	1	4	13	3	10	10	603	18	5	607	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	628	19	5	632	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	271	37	40	223	50	67	110	1071	32	107	1095	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	803	318	345	557	430	581	8	1800	54	3	1842	12
Grp Volume(v), veh/h	17	0	0	27	0	0	657	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1568	0	0	1862	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.02		0.03	0.01		0.01
Lane Grp Cap(c), veh/h	348	0	0	340	0	0	1213	0	0	1209	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.08	0.00	0.00	0.54	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	958	0	0	992	0	0	3894	0	0	3900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.7	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		17			27			657			641	
Approach Delay, s/veh		13.7			13.8			4.8			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		25.5		9.0		25.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		19.0		71.0		19.0		71.0
Max Q Clear Time (g_c+I1), s		2.5		9.6		2.3		9.4
Green Ext Time (p_c), s		0.1		11.0		0.1		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.722			0.836			0.976			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1779	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			4			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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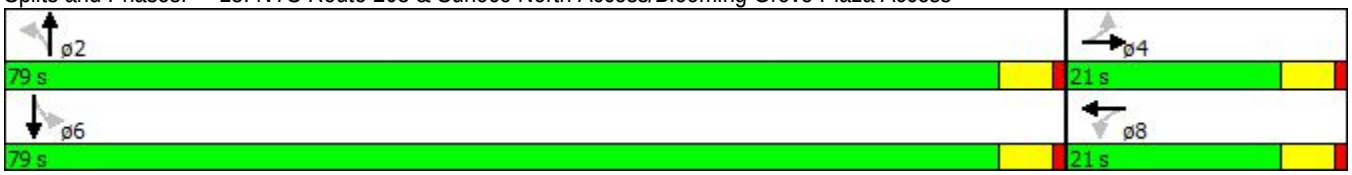
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.12			0.71			0.70	
Control Delay		15.0			11.7			11.0			10.5	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		15.0			11.7			11.0			10.6	
Queue Length 50th (ft)		4			3			74			69	
Queue Length 95th (ft)		22			23			159			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		683			787			1779			1754	
Starvation Cap Reductn		0			0			0			331	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.37			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 34.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	599	16	14	540	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	631	17	15	568	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	350	19	14	222	36	93	119	1056	28	116	964	103
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1278	164	115	568	308	788	18	1793	47	13	1636	175
Grp Volume(v), veh/h	27	0	0	38	0	0	667	0	0	645	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1663	0	0	1859	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.03	0.02		0.10
Lane Grp Cap(c), veh/h	382	0	0	351	0	0	1204	0	0	1183	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	908	0	0	917	0	0	4075	0	0	4010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	13.6	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	13.5	0.0	0.0	13.7	0.0	0.0	4.9	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			667			645	
Approach Delay, s/veh		13.5			13.7			4.9			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		9.0		25.1		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		2.4		9.5		2.6
Green Ext Time (p_c), s		10.4		0.2		10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.295	
Satd. Flow (perm)	1998	0	1844	1583	566	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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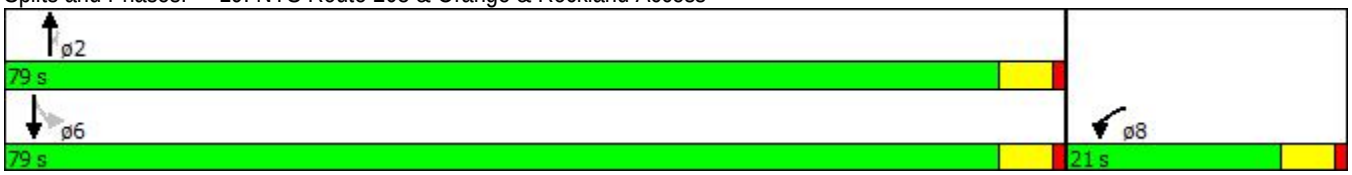
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.70	0.00	0.01	0.72
Control Delay	13.0		10.1	2.5	3.0	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.0		10.1	2.5	3.0	10.5
Queue Length 50th (ft)	0		74	0	0	80
Queue Length 95th (ft)	6		146	1	2	156
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	952		1844	1583	566	1900
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.38	0.00	0.00	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	680	2	2	721
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	694	2	2	736
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	81	81	1139	978	494	1174
Arrive On Green	0.11	0.11	0.62	0.62	0.62	0.62
Sat Flow, veh/h	739	739	1844	1583	768	1900
Grp Volume(v), veh/h	5	0	694	2	2	736
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	768	1900
Q Serve(g_s), s	0.1	0.0	8.5	0.0	0.1	8.9
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	8.5	8.9
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	202	0	1139	978	494	1174
V/C Ratio(X)	0.02	0.00	0.61	0.00	0.00	0.63
Avail Cap(c_a), veh/h	808	0	3726	3198	1572	3840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	4.3	2.7	6.9	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	4.7
LnGrp Delay(d),s/veh	14.6	0.0	4.8	2.7	6.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		696			738
Approach Delay, s/veh	14.6		4.8			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.6				27.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.5				10.9		2.1
Green Ext Time (p_c), s		11.8				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			575
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	403	201	3	488	234	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1757	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1757	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	60					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	438	218	3	530	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	533	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.53			0.41	0.76	
Control Delay	8.4			7.7	48.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.4			7.7	48.5	
Queue Length 50th (ft)	137			110	139	
Queue Length 95th (ft)	271			212	204	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1258			1301	409	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.52			0.41	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	403	201	3	488	234	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	438	218	3	530	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	867	432	42	1376	293	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1200	597	2	1905	1761	14
Grp Volume(v), veh/h	0	656	533	0	257	0
Grp Sat Flow(s),veh/h/ln	0	1798	1907	0	1782	0
Q Serve(g_s), s	0.0	14.3	0.0	0.0	12.6	0.0
Cycle Q Clear(g_c), s	0.0	14.3	9.7	0.0	12.6	0.0
Prop In Lane		0.33	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1299	1418	0	296	0
V/C Ratio(X)	0.00	0.50	0.38	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1299	1418	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.4	4.8	0.0	36.6	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.8	0.0	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	5.3	0.0	7.2	0.0
LnGrp Delay(d),s/veh	0.0	6.9	5.6	0.0	48.3	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	656			533	257	
Approach Delay, s/veh	6.9			5.6	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		16.3				11.7		14.6
Green Ext Time (p_c), s		4.3				4.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	98	605	223	110	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.340	
Satd. Flow (perm)	1858	1583	1900	1464	577	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102		159		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	102	630	232	115	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	102	630	232	115	775
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	26.0	20.0	94.0	26.0	20.0	114.0
Total Split (%)	18.6%	14.3%	67.1%	18.6%	14.3%	81.4%
Maximum Green (s)	21.0	15.0	89.0	21.0	15.0	109.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.66	0.25	0.46	0.18	0.22	0.54
Control Delay	72.1	9.0	10.0	0.8	3.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	9.0	10.0	0.8	3.9	6.3
Queue Length 50th (ft)	119	0	210	6	17	187
Queue Length 95th (ft)	191	46	345	17	36	320
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	290	491	1362	1347	583	1445
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.21	0.46	0.17	0.20	0.54

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 134.5
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	98	605	223	110	744
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	102	630	232	115	775
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	177	213	1445	1341	508	1583
Arrive On Green	0.09	0.09	0.76	0.76	0.03	0.83
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	102	630	232	115	775
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.7	7.4	15.6	3.3	1.8	15.4
Cycle Q Clear(g_c), s	9.7	7.4	15.6	3.3	1.8	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	177	213	1445	1341	508	1583
V/C Ratio(X)	0.79	0.48	0.44	0.17	0.23	0.49
Avail Cap(c_a), veh/h	298	323	1445	1341	652	1583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	53.5	5.6	1.6	4.1	3.2
Incr Delay (d2), s/veh	7.7	1.7	1.0	0.3	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.6	8.4	2.4	0.9	8.4
LnGrp Delay(d),s/veh	66.0	55.2	6.6	1.9	4.3	4.3
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	242		862			890
Approach Delay, s/veh	61.4		5.3			4.3
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.0	105.0				114.0		17.5
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	89.0				109.0		21.0
Max Q Clear Time (g_c+I1), s	3.8	17.6				17.4		11.7
Green Ext Time (p_c), s	0.3	12.3				12.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1732	0	1872	1591	1823	1900
Flt Permitted	0.966				0.256	
Satd. Flow (perm)	1732	0	1872	1591	491	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12			160		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	403	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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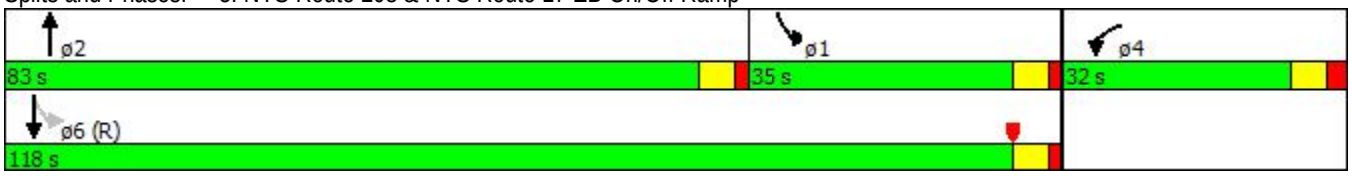
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.80		0.64	0.15	0.62	0.44
Control Delay	82.8		27.3	0.2	18.4	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	82.8		27.3	0.2	18.4	3.7
Queue Length 50th (ft)	168		437	0	67	100
Queue Length 95th (ft)	246		629	0	m188	242
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	304		1044	1591	650	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.64	0.15	0.62	0.44

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	54	641	225	387	630
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1870	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	668	0	403	656
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	593	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1768	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	668	0	403	656
Grp Sat Flow(s),veh/h/ln	1782	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	40.2	0.0	1.6	0.0
Cycle Q Clear(g_c), s	10.9	0.0	40.2	0.0	1.6	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	593	1425
V/C Ratio(X)	0.84	0.00	0.69	0.00	0.68	0.46
Avail Cap(c_a), veh/h	303	0	967	822	593	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.43	0.43
Uniform Delay (d), s/veh	67.4	0.0	27.2	0.0	28.5	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.0	0.0	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	21.9	0.0	10.5	0.2
LnGrp Delay(d),s/veh	72.1	0.0	31.3	0.0	29.6	0.5
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		668			1059
Approach Delay, s/veh	72.1		31.3			11.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	3.6	42.2		12.9		2.0		
Green Ext Time (p_c), s	1.1	2.0		0.3		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	279	51	355	297	120	669	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.982			0.955		0.165			0.423		
Satd. Flow (perm)	0	1750	0	0	1833	1631	318	1782	1591	780	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			261		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	294	54	374	313	126	704	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	294	54	374	313	126	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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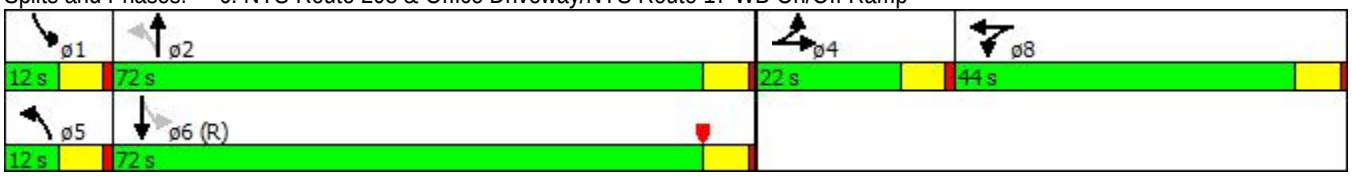
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0		38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.66			0.89	0.18	0.22	0.42	0.20	0.25	0.84	
Control Delay		71.7			81.5	0.2	25.8	32.7	0.2	20.2	37.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.2	25.8	32.7	0.2	20.2	37.0	
Queue Length 50th (ft)		72			331	0	26	180	0	57	353	
Queue Length 95th (ft)		133			437	0	m55	327	0	m94	#995	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	242	885	1591	500	885	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.18	0.22	0.42	0.20	0.25	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	279	51	355	297	120	669	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	374	0	126	704	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	272	840	700	420	776	44
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1711	97
Grp Volume(v), veh/h	98	0	0	348	0	0	54	374	0	126	0	744
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	20.5	0.0	6.0	0.0	32.4
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	20.5	0.0	6.0	0.0	32.4
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	272	840	700	420	0	820
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.20	0.45	0.00	0.30	0.00	0.91
Avail Cap(c_a), veh/h	184	0	0	464	0	413	297	840	700	420	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	25.3	29.2	0.0	23.0	0.0	5.3
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	0.3	1.2	0.0	0.4	0.0	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.2	11.1	0.0	3.0	0.0	17.6
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	25.6	30.5	0.0	23.4	0.0	20.9
LnGrp LOS	E			E			C	C		C		C
Approach Vol, veh/h		98			348			428			870	
Approach Delay, s/veh		77.6			78.1			29.9			21.3	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	22.5		10.4	4.4	34.4		29.9
Green Ext Time (p_c), s	0.0	6.8		0.1	0.0	6.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	643	792	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1739	0	1668	1492
Flt Permitted	0.254				0.950	
Satd. Flow (perm)	448	1747	1739	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	663	816	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	663	849	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Thru	Thru	Thru		Left	Right
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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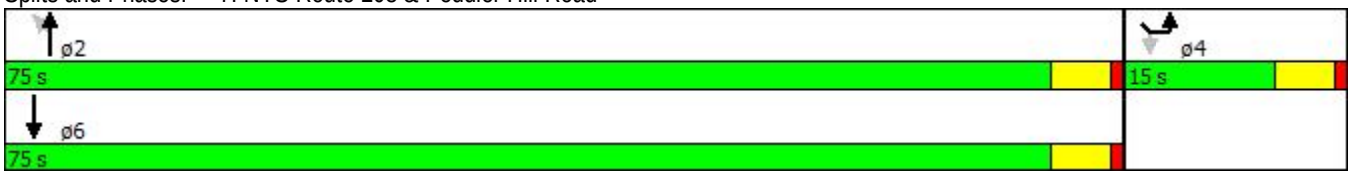
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.17	0.48	0.62		0.12	0.17
Control Delay	4.5	5.0	6.9		20.5	9.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.5	5.0	6.9		20.5	9.2
Queue Length 50th (ft)	5	71	108		7	0
Queue Length 95th (ft)	18	149	242		36	27
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	448	1747	1739		598	570
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.38	0.49		0.06	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 36.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	643	792	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1873	1890	1881	1881
Adj Flow Rate, veh/h	61	663	816	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	440	1198	1144	46	100	90
Arrive On Green	0.64	0.64	0.64	0.64	0.06	0.06
Sat Flow, veh/h	656	1872	1787	72	1791	1599
Grp Volume(v), veh/h	61	663	0	849	38	55
Grp Sat Flow(s),veh/h/ln	656	1872	0	1860	1791	1599
Q Serve(g_s), s	2.2	6.5	0.0	9.9	0.7	1.1
Cycle Q Clear(g_c), s	12.2	6.5	0.0	9.9	0.7	1.1
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	440	1198	0	1190	100	90
V/C Ratio(X)	0.14	0.55	0.00	0.71	0.38	0.61
Avail Cap(c_a), veh/h	1417	3983	0	3958	545	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	3.3	0.0	3.9	15.0	15.2
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.3	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.2	0.0	5.1	0.4	0.5
LnGrp Delay(d),s/veh	8.0	3.5	0.0	4.2	15.8	17.7
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		724	849		93	
Approach Delay, s/veh		3.8	4.2		16.9	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		26.1		6.8		26.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		14.2		3.1		11.9		
Green Ext Time (p_c), s		6.9		0.1		6.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	651	823	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1857	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				6	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	708	895	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	713	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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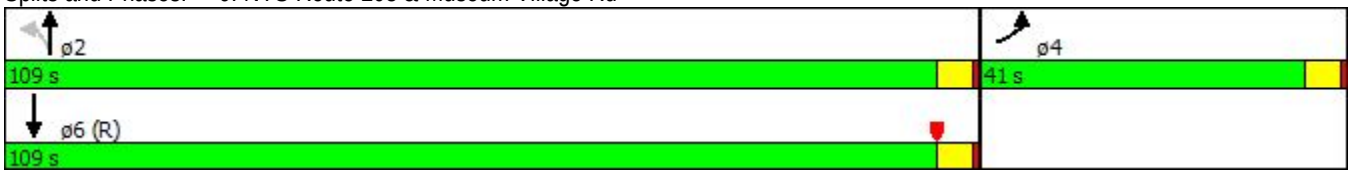
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Maximum Green (s)	36.0		104.0	104.0	104.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.53			0.57	0.75	
Control Delay	54.5			6.6	19.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			6.6	19.1	
Queue Length 50th (ft)	184			112	550	
Queue Length 95th (ft)	272			145	730	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.57	0.75	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	651	823	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	708	895	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	27	1289	1236	91
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	4	1860	1783	132
Grp Volume(v), veh/h	217	0	713	0	0	961
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1915
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	46.3
Cycle Q Clear(g_c), s	16.0	0.0	28.3	0.0	0.0	46.3
Prop In Lane	0.93	0.07	0.01			0.07
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1328
V/C Ratio(X)	0.51	0.00	0.54	0.00	0.00	0.72
Avail Cap(c_a), veh/h	423	0	1316	0	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	11.4	0.0	0.0	14.2
Incr Delay (d2), s/veh	4.4	0.0	0.3	0.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	14.6	0.0	0.0	25.6
LnGrp Delay(d),s/veh	53.8	0.0	11.6	0.0	0.0	17.6
LnGrp LOS	D		B			B
Approach Vol, veh/h	217			713	961	
Approach Delay, s/veh	53.8			11.6	17.6	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		30.3		18.0		48.3		
Green Ext Time (p_c), s		6.7		0.6		6.7		

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	28	269	313	290	34	124	183	173	150	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.910			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1793	0	1668	1818	1583	1661	1596	0	1762	1817	0
Flt Permitted	0.310			0.212			0.621			0.210		
Satd. Flow (perm)	525	1793	0	372	1818	1505	1062	1596	0	390	1817	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	31	302	352	326	38	139	206	194	169	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	431	0	302	352	326	38	345	0	194	220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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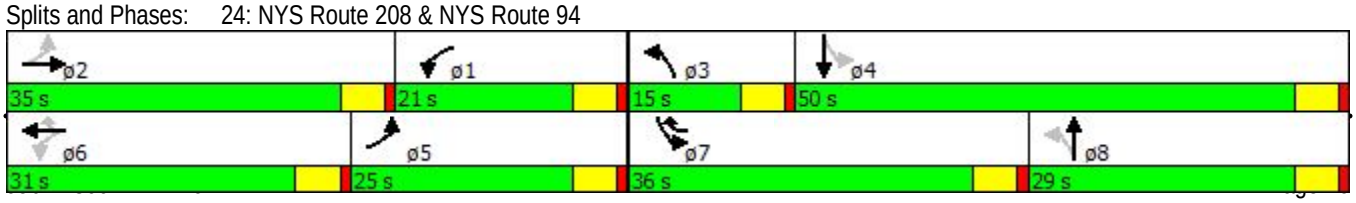
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Maximum Green (s)	20.0	30.0		16.0	26.0	31.0	10.0	24.0		31.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.86		0.84	0.57	0.36	0.12	0.93		0.54	0.33	
Control Delay	19.0	54.1		56.0	37.1	2.6	20.1	73.9		25.6	25.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	19.0	54.1		56.0	37.1	2.6	20.1	73.9		25.6	25.6	
Queue Length 50th (ft)	13	267		121	219	3	15	227		83	105	
Queue Length 95th (ft)	34	#466		#308	#383	27	34	#431		132	171	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	521		360	620	1100	406	370		575	797	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.83		0.84	0.57	0.30	0.09	0.93		0.34	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 103.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	28	269	313	290	34	124	183	173	150	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	31	302	352	326	38	139	206	194	169	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	452	439	34	341	422	514	371	158	234	314	443	134
Arrive On Green	0.20	0.28	0.28	0.14	0.22	0.22	0.02	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1737	1550	120	1792	1881	1548	1723	672	996	1828	1400	422
Grp Volume(v), veh/h	39	0	431	302	352	326	38	0	345	194	0	220
Grp Sat Flow(s),veh/h/ln	1737	0	1671	1792	1881	1548	1723	0	1669	1828	0	1822
Q Serve(g_s), s	0.0	0.0	21.4	10.1	15.3	6.7	1.4	0.0	17.1	6.5	0.0	8.1
Cycle Q Clear(g_c), s	0.0	0.0	21.4	10.1	15.3	6.7	1.4	0.0	17.1	6.5	0.0	8.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.60	1.00		0.23
Lane Grp Cap(c), veh/h	452	0	473	341	422	514	371	0	391	314	0	576
V/C Ratio(X)	0.09	0.00	0.91	0.89	0.83	0.63	0.10	0.00	0.88	0.62	0.00	0.38
Avail Cap(c_a), veh/h	506	0	584	418	570	637	531	0	467	782	0	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	29.7	34.4	31.8	8.3	24.1	0.0	31.7	22.0	0.0	22.8
Incr Delay (d2), s/veh	0.0	0.0	14.8	15.3	5.9	0.6	0.0	0.0	14.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.8	8.4	8.6	3.2	0.7	0.0	9.4	3.3	0.0	4.1
LnGrp Delay(d),s/veh	26.9	0.0	44.5	49.7	37.7	8.9	24.2	0.0	45.7	22.7	0.0	22.9
LnGrp LOS	C		D	D	D	A	C		D	C		C
Approach Vol, veh/h		470			980			383			414	
Approach Delay, s/veh		43.1			31.8			43.6			22.8	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	29.3	7.0	32.1	22.3	24.2	14.1	25.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	12.1	23.4	3.4	10.1	2.0	17.3	8.5	19.1
Green Ext Time (p_c), s	0.3	0.9	0.0	2.1	0.5	1.8	0.6	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	279	51	355	297	120	669	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.968			0.955		0.181			0.429		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	349	1782	1591	791	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			261		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	294	54	374	313	126	704	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	294	54	374	313	126	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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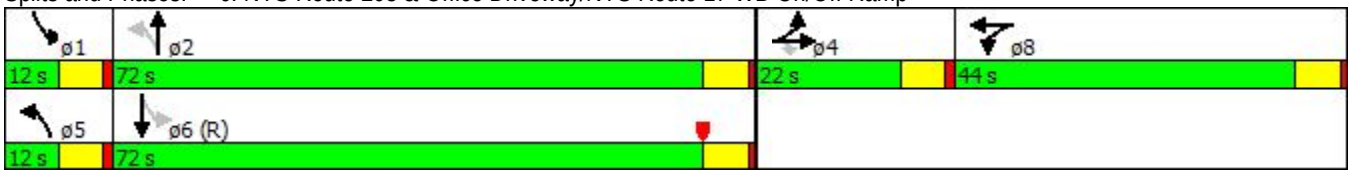
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0	16.0	38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.49	0.23		0.87	0.18	0.20	0.40	0.20	0.24	0.80	
Control Delay		82.9	2.7		77.8	0.2	24.7	31.5	0.2	19.2	34.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.2	24.7	31.5	0.2	19.2	34.0	
Queue Length 50th (ft)		51	0		331	0	25	180	0	55	352	
Queue Length 95th (ft)		98	0		422	0	m55	327	0	m94	#995	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	265	926	1591	528	926	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.18	0.20	0.40	0.20	0.24	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	279	51	355	297	120	669	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	374	0	126	704	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	272	840	700	420	776	44
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1711	97
Grp Volume(v), veh/h	53	0	45	348	0	0	54	374	0	126	0	744
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	20.5	0.0	6.0	0.0	32.4
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	20.5	0.0	6.0	0.0	32.4
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	272	840	700	420	0	820
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.20	0.45	0.00	0.30	0.00	0.91
Avail Cap(c_a), veh/h	196	0	172	464	0	413	297	840	700	420	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.73	0.73	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	25.3	29.2	0.0	23.0	0.0	5.3
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	0.3	1.2	0.0	0.4	0.0	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.2	11.1	0.0	0.9	0.0	17.6
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	25.6	30.5	0.0	23.4	0.0	20.9
LnGrp LOS	E		E	E			C	C		C		C
Approach Vol, veh/h		98			348			428			870	
Approach Delay, s/veh		74.8			78.1			29.9			21.3	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	22.5		6.3	4.4	34.4		29.9
Green Ext Time (p_c), s	0.0	6.8		0.1	0.0	6.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	668	802	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.982		
Satd. Flow (perm)	1915	0	0	1831	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	696	835	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	710	846	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.10			0.65	0.77	
Control Delay	12.6			8.2	11.5	
Queue Delay	0.0			0.1	0.2	
Total Delay	12.6			8.3	11.7	
Queue Length 50th (ft)	2			78	105	
Queue Length 95th (ft)	22			155	218	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	787			1831	1824	
Starvation Cap Reductn	0			246	279	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.45	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 41.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	668	802	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	696	835	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	42	114	93	1280	1258	17
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	448	1232	11	1896	1862	25
Grp Volume(v), veh/h	31	0	710	0	0	846
Grp Sat Flow(s),veh/h/ln	1736	0	1907	0	0	1887
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	11.4
Cycle Q Clear(g_c), s	0.7	0.0	8.2	0.0	0.0	11.4
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	161	0	1373	0	0	1274
V/C Ratio(X)	0.19	0.00	0.52	0.00	0.00	0.66
Avail Cap(c_a), veh/h	644	0	3309	0	0	3237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	3.6	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.3	0.0	0.0	5.9
LnGrp Delay(d),s/veh	18.6	0.0	3.9	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	31			710	846	
Approach Delay, s/veh	18.6			3.9	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.1		9.0		34.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.2		2.7		13.4
Green Ext Time (p_c), s				15.9		0.0		15.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	826	875	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	860	911	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	871	914	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.78	0.80	
Control Delay	14.9			11.5	12.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.9			11.5	12.2	
Queue Length 50th (ft)	0			113	122	
Queue Length 95th (ft)	12			225	242	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	646			1788	1828	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.49	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	826	875	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1810	1828	1919
Adj Flow Rate, veh/h	2	8	11	860	911	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	25	99	79	1279	1301	4
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	302	1209	6	1790	1821	6
Grp Volume(v), veh/h	11	0	871	0	0	914
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	14.0
Cycle Q Clear(g_c), s	0.3	0.0	13.0	0.0	0.0	14.0
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	136	0	1358	0	0	1305
V/C Ratio(X)	0.08	0.00	0.64	0.00	0.00	0.70
Avail Cap(c_a), veh/h	542	0	2760	0	0	2758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	3.9	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.5	0.0	0.0	7.1
LnGrp Delay(d),s/veh	21.1	0.0	4.4	0.0	0.0	4.7
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			871	914	
Approach Delay, s/veh	21.1			4.4	4.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		9.0		40.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		15.0		2.3		16.0		
Green Ext Time (p_c), s		19.1		0.0		19.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	601	728	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1816	1816	0
Flt Permitted	0.988			0.955		
Satd. Flow (perm)	1724	0	0	1737	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	646	783	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	675	789	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.15			0.68	0.76	
Control Delay	10.9			9.5	11.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.9			9.5	11.4	
Queue Length 50th (ft)	2			74	94	
Queue Length 95th (ft)	25			162	205	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	796			1737	1816	
Starvation Cap Reductn	0			18	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.39	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 39.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	601	728	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	646	783	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	41	126	114	1170	1215	9
Arrive On Green	0.10	0.10	0.65	0.65	0.65	0.65
Sat Flow, veh/h	409	1266	32	1796	1864	14
Grp Volume(v), veh/h	46	0	675	0	0	789
Grp Sat Flow(s),veh/h/ln	1712	0	1827	0	0	1878
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	10.1
Cycle Q Clear(g_c), s	1.0	0.0	7.8	0.0	0.0	10.1
Prop In Lane	0.24	0.74	0.04			0.01
Lane Grp Cap(c), veh/h	170	0	1284	0	0	1224
V/C Ratio(X)	0.27	0.00	0.53	0.00	0.00	0.64
Avail Cap(c_a), veh/h	725	0	3326	0	0	3413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	3.8	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	4.1	0.0	0.0	5.2
LnGrp Delay(d),s/veh	17.6	0.0	4.1	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	46			675	789	
Approach Delay, s/veh	17.6			4.1	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				31.2		9.0		31.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		3.0		12.1
Green Ext Time (p_c), s				14.1		0.1		14.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	596	15	5	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1813	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	641	16	5	780
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	657	0	0	785
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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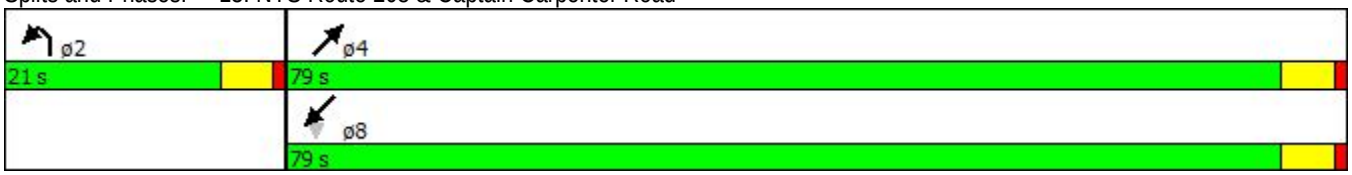
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.06		0.63			0.75
Control Delay	15.1		8.3			11.2
Queue Delay	0.0		0.0			0.1
Total Delay	15.1		8.3			11.4
Queue Length 50th (ft)	2		69			94
Queue Length 95th (ft)	16		138			192
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	718		1813			1820
Starvation Cap Reductn	0		0			282
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 38.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	596	15	5	725
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	641	16	5	780
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	110	60	1176	29	94	1213
Arrive On Green	0.10	0.10	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1082	590	1828	46	2	1885
Grp Volume(v), veh/h	18	0	0	657	785	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1874	1887	0
Q Serve(g_s), s	0.4	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	7.6	9.9	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	180	0	0	1206	1307	0
V/C Ratio(X)	0.10	0.00	0.00	0.54	0.60	0.00
Avail Cap(c_a), veh/h	721	0	0	3530	3631	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	3.8	4.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.0	5.2	0.0
LnGrp Delay(d),s/veh	16.2	0.0	0.0	4.2	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	18		657			785
Approach Delay, s/veh	16.2		4.2			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		30.3				30.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		9.6				11.9
Green Ext Time (p_c), s		0.0		13.4				13.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	600	729	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	625	759	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	627	761	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.63	0.74	
Control Delay	14.5			8.4	10.8	
Queue Delay	0.0			0.1	0.0	
Total Delay	14.5			8.4	10.8	
Queue Length 50th (ft)	0			64	85	
Queue Length 95th (ft)	5			122	165	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	781			1797	1855	
Starvation Cap Reductn	0			250	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.41	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	600	729	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	625	759	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	62	62	97	1166	1200	3
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	583	583	1	1860	1913	5
Grp Volume(v), veh/h	3	0	627	0	0	761
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	0.1	0.0	7.1	0.0	0.0	9.2
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	186	0	1263	0	0	1203
V/C Ratio(X)	0.02	0.00	0.50	0.00	0.00	0.63
Avail Cap(c_a), veh/h	745	0	3753	0	0	3780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	3.9	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	0.0	0.0	4.8
LnGrp Delay(d),s/veh	15.0	0.0	4.2	0.0	0.0	4.9
LnGrp LOS	B		A			A
Approach Vol, veh/h	3			627	761	
Approach Delay, s/veh	15.0			4.2	4.9	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.5		9.0		28.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.1		2.1		11.2
Green Ext Time (p_c), s				12.4		0.0		12.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	595	6	18	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	620	6	19	744
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	626	0	0	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	22.0		78.0		78.0	78.0
Total Split (%)	22.0%		78.0%		78.0%	78.0%
Maximum Green (s)	17.0		73.0		73.0	73.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.14		0.60			0.75
Control Delay	12.8		7.9			11.5
Queue Delay	0.0		0.0			0.0
Total Delay	12.8		7.9			11.6
Queue Length 50th (ft)	3		65			92
Queue Length 95th (ft)	26		136			198
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	779		1835			1784
Starvation Cap Reductn	0		0			91
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.34			0.45

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 38.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	595	6	18	714
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	620	6	19	744
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	77	99	1188	11	107	1166
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	736	940	1879	18	16	1844
Grp Volume(v), veh/h	42	0	0	626	763	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1897	1860	0
Q Serve(g_s), s	0.9	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	6.9	9.5	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	180	0	0	1199	1273	0
V/C Ratio(X)	0.23	0.00	0.00	0.52	0.60	0.00
Avail Cap(c_a), veh/h	767	0	0	3638	3614	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	3.8	4.3	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	3.6	4.8	0.0
LnGrp Delay(d),s/veh	16.3	0.0	0.0	4.2	4.8	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	42		626			763
Approach Delay, s/veh	16.3		4.2			4.8
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		29.1				29.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		17.0		73.0				73.0
Max Q Clear Time (g_c+I1), s		2.9		8.9				11.5
Green Ext Time (p_c), s		0.1		12.6				12.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	586	28	20	694	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.994			0.998	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1871	0	0	1894	0
Flt Permitted		0.815			0.787			0.997			0.976	
Satd. Flow (perm)	0	1534	0	0	1456	0	0	1865	0	0	1851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			6			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	651	31	22	771	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	685	0	0	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	24.0	24.0		24.0	24.0		76.0	76.0		76.0	76.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		76.0%	76.0%		76.0%	76.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		71.0	71.0		71.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.04			0.22			0.64			0.76	
Control Delay		17.6			15.3			8.8			11.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.6			15.3			8.8			11.7	
Queue Length 50th (ft)		2			7			79			104	
Queue Length 95th (ft)		13			38			172			232	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		744			717			1865			1851	
Starvation Cap Reductn		0			0			167			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.01			0.08			0.40			0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 41.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	586	28	20	694	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	651	31	22	771	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	209	80	16	244	11	46	90	1166	55	103	1199	14
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	688	817	167	955	113	469	1	1779	84	19	1829	21
Grp Volume(v), veh/h	10	0	0	59	0	0	685	0	0	802	0	0
Grp Sat Flow(s),veh/h/ln	1672	0	0	1536	0	0	1865	0	0	1869	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.4	0.0	0.0	8.1	0.0	0.0	10.3	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.05	0.03		0.01
Lane Grp Cap(c), veh/h	306	0	0	301	0	0	1311	0	0	1316	0	0
V/C Ratio(X)	0.03	0.00	0.00	0.20	0.00	0.00	0.52	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	883	0	0	858	0	0	3334	0	0	3306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	17.1	0.0	0.0	3.8	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.6	0.0	0.0	4.1	0.0	0.0	5.3	0.0	0.0
LnGrp Delay(d),s/veh	16.6	0.0	0.0	17.4	0.0	0.0	4.1	0.0	0.0	4.6	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		10			59			685			802	
Approach Delay, s/veh		16.6			17.4			4.1			4.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		31.6		9.0		31.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		19.0		71.0		19.0		71.0
Max Q Clear Time (g_c+I1), s		3.4		10.1		2.2		12.3
Green Ext Time (p_c), s		0.2		14.4		0.2		14.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	570	21	11	650	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.988	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Flt Permitted		0.752			0.827			0.965			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1756	0	0	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	613	23	12	699	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	659	0	0	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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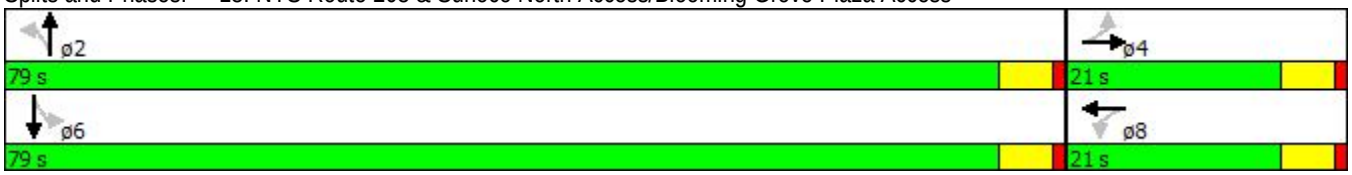
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.11			0.11			0.66			0.76	
Control Delay		17.5			11.8			9.1			11.8	
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		17.5			11.8			9.1			12.0	
Queue Length 50th (ft)		4			1			73			95	
Queue Length 95th (ft)		25			21			154			203	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		639			703			1756			1786	
Starvation Cap Reductn		0			0			0			356	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.04			0.38			0.54	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 39.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	570	21	11	650	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	613	23	12	699	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	276	38	18	201	25	86	112	1116	41	100	1070	103
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1051	367	170	586	239	825	24	1753	64	8	1681	162
Grp Volume(v), veh/h	28	0	0	30	0	0	659	0	0	779	0	0
Grp Sat Flow(s),veh/h/ln	1588	0	0	1649	0	0	1841	0	0	1851	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	7.6	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.02		0.09
Lane Grp Cap(c), veh/h	332	0	0	311	0	0	1269	0	0	1273	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.10	0.00	0.00	0.52	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	809	0	0	806	0	0	3552	0	0	3616	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	15.7	0.0	0.0	3.9	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	5.1	0.0	0.0
LnGrp Delay(d),s/veh	15.8	0.0	0.0	15.9	0.0	0.0	4.2	0.0	0.0	4.9	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			659			779	
Approach Delay, s/veh		15.8			15.9			4.2			4.9	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.5		9.0		29.5		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.6		2.5		12.1		2.6
Green Ext Time (p_c), s		12.5		0.2		12.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	654	6	2	834
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.329	
Satd. Flow (perm)	1862	0	1862	1353	631	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	674	6	2	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	674	6	2	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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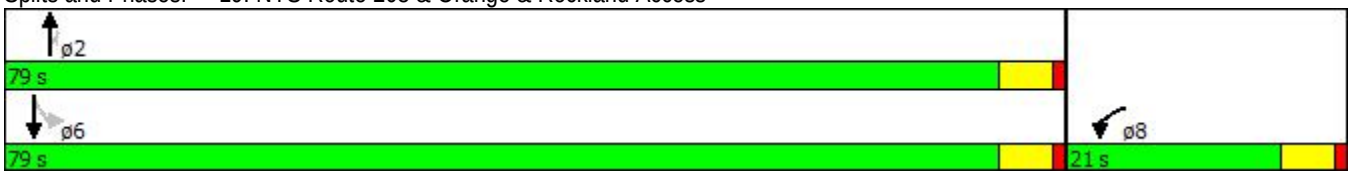
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.04		0.62	0.01	0.01	0.77
Control Delay	16.8		7.8	2.0	3.0	11.3
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	16.8		7.8	2.0	3.0	11.4
Queue Length 50th (ft)	2		71	0	0	105
Queue Length 95th (ft)	13		136	2	2	208
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	781		1862	1353	631	1900
Starvation Cap Reductn	0		0	0	0	208
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.36	0.00	0.00	0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	654	6	2	834
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	674	6	2	860
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	120	30	1230	894	540	1255
Arrive On Green	0.10	0.10	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1243	311	1862	1353	780	1900
Grp Volume(v), veh/h	11	0	674	6	2	860
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	780	1900
Q Serve(g_s), s	0.2	0.0	7.9	0.1	0.1	11.6
Cycle Q Clear(g_c), s	0.2	0.0	7.9	0.1	8.0	11.6
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	166	0	1230	894	540	1255
V/C Ratio(X)	0.07	0.00	0.55	0.01	0.00	0.69
Avail Cap(c_a), veh/h	663	0	3339	2426	1423	3407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	3.7	2.4	5.8	4.3
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.1	0.0	0.0	6.0
LnGrp Delay(d),s/veh	17.1	0.0	4.1	2.4	5.9	5.0
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	11		680			862
Approach Delay, s/veh	17.1		4.1			5.0
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		32.3				32.3		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		9.9				13.6		2.2
Green Ext Time (p_c), s		13.8				13.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	98	605	223	110	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.937		0.960			
Flt Protected	0.972					0.994
Satd. Flow (prot)	3485	0	3438	0	0	3344
Flt Permitted	0.972					0.994
Satd. Flow (perm)	3485	0	3438	0	0	3344
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	102	630	232	115	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	0	862	0	0	890
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	242	862	890
Demand Flow Rate, veh/h	245	877	896
Vehicles Circulating, veh/h	636	121	143
Vehicles Exiting, veh/h	362	918	738
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	6.5	6.8
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	130	115	412	465	421	475
Cap Entry Lane, veh/h	751	794	1206	1219	1182	1197
Entry HV Adj Factor	0.987	0.989	0.983	0.982	0.994	0.993
Flow Entry, veh/h	128	114	405	457	418	472
Cap Entry, veh/h	741	786	1186	1197	1174	1189
V/C Ratio	0.173	0.145	0.342	0.381	0.356	0.397
Control Delay, s/veh	6.7	6.1	6.3	6.8	6.5	7.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	309	124	0	598	300	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	41					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	359	144	0	695	349	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	0	695	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Maximum Green (s)	55.0		55.0	55.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.45			0.61	0.82	
Control Delay	9.8			13.4	47.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			13.4	47.3	
Queue Length 50th (ft)	118			210	187	
Queue Length 95th (ft)	209			353	248	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1123			1157	500	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.45			0.60	0.70	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	309	124	0	598	300	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	359	144	0	695	349	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	828	332	0	1222	388	1
Arrive On Green	0.67	0.67	0.00	0.67	0.22	0.22
Sat Flow, veh/h	1244	499	0	1836	1739	5
Grp Volume(v), veh/h	0	503	0	695	351	0
Grp Sat Flow(s),veh/h/ln	0	1743	0	1836	1749	0
Q Serve(g_s), s	0.0	12.2	0.0	18.3	17.6	0.0
Cycle Q Clear(g_c), s	0.0	12.2	0.0	18.3	17.6	0.0
Prop In Lane		0.29	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1160	0	1222	390	0
V/C Ratio(X)	0.00	0.43	0.00	0.57	0.90	0.00
Avail Cap(c_a), veh/h	0	1160	0	1222	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.1	0.0	8.1	34.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	1.9	15.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	9.7	10.1	0.0
LnGrp Delay(d),s/veh	0.0	8.2	0.0	10.0	49.1	0.0
LnGrp LOS		A		B	D	
Approach Vol, veh/h	503			695	351	
Approach Delay, s/veh	8.2			10.0	49.1	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		64.9				64.9		25.1
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		14.2				20.3		19.6
Green Ext Time (p_c), s		4.3				4.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	127	412	113	117	1038
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.400	
Satd. Flow (perm)	1858	1552	1845	1493	699	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		137		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	137	443	122	126	1116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	137	443	122	126	1116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	70.0
Total Split (%)	22.2%	16.7%	61.1%	22.2%	16.7%	77.8%
Maximum Green (s)	15.0	10.0	50.0	15.0	10.0	65.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.78	0.24	0.41	0.10	0.21	0.89
Control Delay	56.0	5.3	11.8	0.6	4.6	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	5.3	11.8	0.6	4.6	21.2
Queue Length 50th (ft)	126	0	128	0	18	423
Queue Length 95th (ft)	#232	39	204	9	33	#835
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	312	598	1085	1236	618	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.23	0.41	0.10	0.20	0.89

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	127	412	113	117	1038
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	137	443	122	126	1116
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	276	322	1174	1254	604	1356
Arrive On Green	0.15	0.15	0.64	0.64	0.05	0.74
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	137	443	122	126	1116
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	10.6	6.4	10.1	1.6	2.0	35.7
Cycle Q Clear(g_c), s	10.6	6.4	10.1	1.6	2.0	35.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	276	322	1174	1254	604	1356
V/C Ratio(X)	0.83	0.43	0.38	0.10	0.21	0.82
Avail Cap(c_a), veh/h	317	359	1174	1254	726	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	31.2	7.7	2.2	5.1	7.7
Incr Delay (d2), s/veh	15.4	0.9	0.9	0.2	0.2	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.0	5.3	1.2	0.9	19.8
LnGrp Delay(d),s/veh	51.8	32.1	8.6	2.4	5.3	13.5
LnGrp LOS	D	C	A	A	A	B
Approach Vol, veh/h	367		565			1242
Approach Delay, s/veh	44.5		7.3			12.6
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.0	61.0				70.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	50.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	4.0	12.1				37.7		12.6
Green Ext Time (p_c), s	0.2	13.9				12.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.160	
Satd. Flow (perm)	1697	0	1818	1575	295	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	492	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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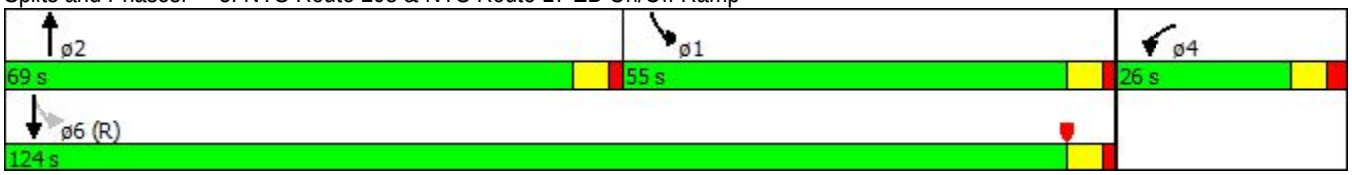
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	26.0		69.0		55.0	124.0
Total Split (%)	17.3%		46.0%		36.7%	82.7%
Maximum Green (s)	19.5		63.5		49.5	118.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.90		0.83	0.24	0.69	0.39
Control Delay	91.3		49.0	0.4	43.6	6.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	91.3		49.0	0.4	43.6	6.8
Queue Length 50th (ft)	172		574	0	322	235
Queue Length 95th (ft)	#313		#769	0	m365	m234
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	248		786	1575	717	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.84		0.83	0.24	0.69	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	103	610	355	458	540
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	656	0	492	581
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	770	667	693	1486
Arrive On Green	0.07	0.00	0.42	0.00	0.22	0.53
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	656	0	492	581
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	48.8	0.0	28.4	27.5
Cycle Q Clear(g_c), s	8.1	0.0	48.8	0.0	28.4	27.5
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	770	667	693	1486
V/C Ratio(X)	0.82	0.00	0.85	0.00	0.71	0.39
Avail Cap(c_a), veh/h	232	0	770	667	693	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.19	0.19
Uniform Delay (d), s/veh	69.0	0.0	39.0	0.0	46.1	13.9
Incr Delay (d2), s/veh	5.0	0.0	11.5	0.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	26.9	0.0	18.6	14.3
LnGrp Delay(d),s/veh	74.0	0.0	50.5	0.0	46.7	14.0
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		656			1073
Approach Delay, s/veh	74.0		50.5			29.0
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	55.0	69.0		16.6		124.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	49.5	63.5		19.5		118.5		
Max Q Clear Time (g_c+I1), s	30.4	50.8		10.1		29.5		
Green Ext Time (p_c), s	1.3	1.6		0.1		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	151	60	277	358	172	825	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.994	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1645	0
Flt Permitted		0.981			0.961		0.100			0.515		
Satd. Flow (perm)	0	1709	0	0	1808	1599	189	1731	1607	931	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			403		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	176	70	322	416	200	959	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	176	70	322	416	200	996	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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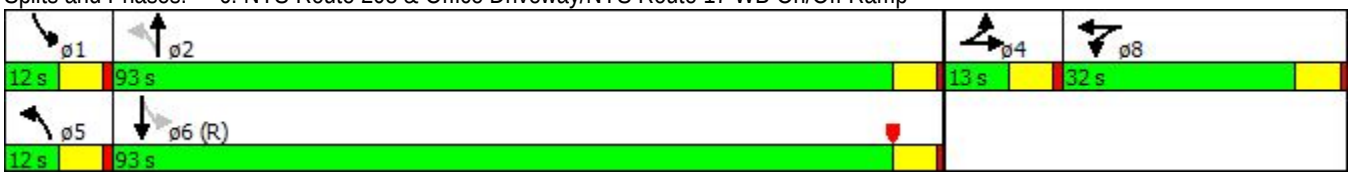
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		32.0	32.0		12.0	93.0		12.0	93.0	
Total Split (%)	8.7%	8.7%		21.3%	21.3%		8.0%	62.0%		8.0%	62.0%	
Maximum Green (s)	7.0	7.0		26.0	26.0		6.0	87.0		6.0	87.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.54			0.80	0.11	0.35	0.30	0.26	0.29	0.96	
Control Delay		64.2			85.6	0.1	19.3	21.5	0.2	10.4	37.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		64.2			85.6	0.1	19.3	21.5	0.2	10.4	37.4	
Queue Length 50th (ft)		26			184	0	31	147	0	68	801	
Queue Length 95th (ft)		68			249	0	m43	m201	m0	m94	#1212	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		101			313	1599	201	1076	1607	689	1042	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.50			0.61	0.11	0.35	0.30	0.26	0.29	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	151	60	277	358	172	825	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	322	0	200	959	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	430	1076	932	619	1005	39
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.58	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1696	65
Grp Volume(v), veh/h	50	0	0	191	0	0	70	322	0	200	0	996
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.2	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.2	0.0	6.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	430	1076	932	619	0	1043
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.16	0.30	0.00	0.32	0.00	0.95
Avail Cap(c_a), veh/h	79	0	0	313	0	277	452	1076	932	619	0	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.44	0.44	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	12.0	16.0	0.0	14.3	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	14.1	0.0	0.0	0.1	0.3	0.0	0.3	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	8.6	0.0	0.0	1.2	6.9	0.0	3.6	0.0	5.5
LnGrp Delay(d),s/veh	98.8	0.0	0.0	78.3	0.0	0.0	12.1	16.3	0.0	14.6	0.0	18.9
LnGrp LOS	F			E			B	B		B		B
Approach Vol, veh/h		50			191			392			1196	
Approach Delay, s/veh		98.8			78.3			15.6			18.1	
Approach LOS		F			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	93.0		11.6	10.2	94.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	87.0		7.0	6.0	87.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.2		6.4	4.4	2.0		17.6
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	10.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	442	1060	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.156				0.950	
Satd. Flow (perm)	270	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			120
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	475	1140	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	475	1149	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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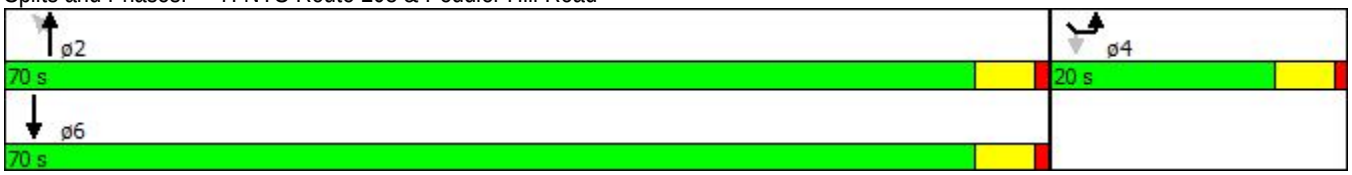
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.18	0.34	0.83		0.05	0.47
Control Delay	4.5	3.3	12.9		34.2	14.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.5	3.3	12.9		34.2	14.1
Queue Length 50th (ft)	3	41	225		4	0
Queue Length 95th (ft)	14	100	#806		18	48
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	241	1517	1515		443	484
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.16	0.31	0.76		0.02	0.25

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	442	1060	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	475	1140	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	248	1316	1305	10	174	155
Arrive On Green	0.72	0.72	0.72	0.72	0.10	0.10
Sat Flow, veh/h	485	1818	1801	14	1756	1568
Grp Volume(v), veh/h	39	475	0	1149	9	120
Grp Sat Flow(s),veh/h/ln	485	1818	0	1816	1756	1568
Q Serve(g_s), s	3.7	5.5	0.0	26.9	0.3	4.2
Cycle Q Clear(g_c), s	30.6	5.5	0.0	26.9	0.3	4.2
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	248	1316	0	1315	174	155
V/C Ratio(X)	0.16	0.36	0.00	0.87	0.05	0.77
Avail Cap(c_a), veh/h	453	2087	0	2084	465	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	2.9	0.0	5.9	23.1	24.9
Incr Delay (d2), s/veh	0.1	0.1	0.0	1.6	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.7	0.0	13.7	0.1	2.0
LnGrp Delay(d),s/veh	17.5	3.0	0.0	7.5	23.1	27.9
LnGrp LOS	B	A		A	C	C
Approach Vol, veh/h		514	1149		129	
Approach Delay, s/veh		4.1	7.5		27.6	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		46.0		10.6		46.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		32.6		6.2		28.9		
Green Ext Time (p_c), s		8.4		0.2		8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	454	1031	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.976	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1764	0
Flt Permitted	0.961			0.987		
Satd. Flow (perm)	1667	0	0	1735	1764	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				31	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	493	1121	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	498	1360	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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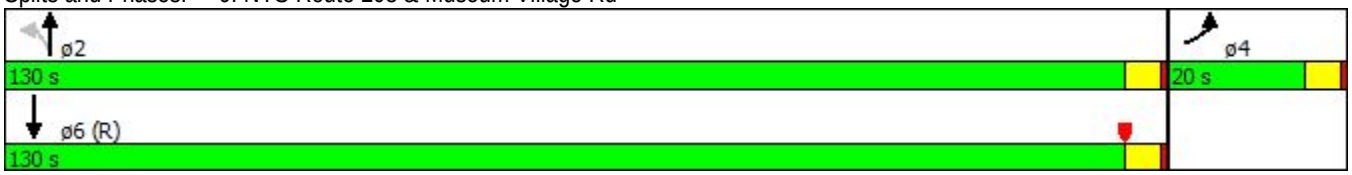
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Maximum Green (s)	15.0		125.0	125.0	125.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.67			0.34	0.92	
Control Delay	80.4			1.7	21.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			1.7	21.1	
Queue Length 50th (ft)	105			28	761	
Queue Length 95th (ft)	#189			35	#1347	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1445	1475	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.34	0.92	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	454	1031	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1870	1938
Adj Flow Rate, veh/h	93	23	5	493	1121	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	29	1495	1246	266
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	5	1794	1495	319
Grp Volume(v), veh/h	117	0	498	0	0	1360
Grp Sat Flow(s),veh/h/ln	1716	0	1799	0	0	1814
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	75.0
Cycle Q Clear(g_c), s	9.9	0.0	9.4	0.0	0.0	75.0
Prop In Lane	0.79	0.20	0.01			0.18
Lane Grp Cap(c), veh/h	172	0	1524	0	0	1511
V/C Ratio(X)	0.68	0.00	0.33	0.00	0.00	0.90
Avail Cap(c_a), veh/h	172	0	1524	0	0	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	2.9	0.0	0.0	8.3
Incr Delay (d2), s/veh	19.7	0.0	0.0	0.0	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	4.7	0.0	0.0	40.0
LnGrp Delay(d),s/veh	84.9	0.0	2.9	0.0	0.0	17.3
LnGrp LOS	F		A			B
Approach Vol, veh/h	117			498	1360	
Approach Delay, s/veh	84.9			2.9	17.3	
Approach LOS	F			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		11.4		11.9		77.0		
Green Ext Time (p_c), s		11.4		0.1		11.0		

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	267	458	107	68	94	138	104	96	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1699	0	1604	1749	1538	1645	1531	0	1678	1607	0
Flt Permitted	0.481			0.230			0.522			0.354		
Satd. Flow (perm)	773	1699	0	385	1749	1462	887	1531	0	617	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	290	498	116	74	102	150	113	104	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	290	498	116	74	252	0	113	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	18.0	10.0	22.0		18.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.81		0.82	0.77	0.16	0.24	0.74		0.33	0.54	
Control Delay	28.9	44.6		44.8	35.8	3.5	21.3	48.0		21.9	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.9	44.6		44.8	35.8	3.5	21.3	48.0		21.9	27.1	
Queue Length 50th (ft)	27	193		134	263	6	25	129		40	97	
Queue Length 95th (ft)	60	311		#294	429	23	64	#287		91	215	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	471	891		355	812	898	389	393		460	602	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.41		0.82	0.61	0.13	0.19	0.64		0.25	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	267	458	107	68	94	138	104	96	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	290	498	116	74	102	150	113	104	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	363	61	399	571	600	270	135	198	301	149	241
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1654	1355	228	1723	1810	1514	1706	646	950	1741	621	1004
Grp Volume(v), veh/h	61	0	368	290	498	116	74	0	252	113	0	272
Grp Sat Flow(s),veh/h/ln	1654	0	1583	1723	1810	1514	1706	0	1596	1741	0	1625
Q Serve(g_s), s	0.0	0.0	16.4	10.9	19.3	1.7	2.5	0.0	11.0	3.7	0.0	11.3
Cycle Q Clear(g_c), s	0.0	0.0	16.4	10.9	19.3	1.7	2.5	0.0	11.0	3.7	0.0	11.3
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.60	1.00		0.62
Lane Grp Cap(c), veh/h	328	0	424	399	571	600	270	0	333	301	0	390
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.27	0.00	0.76	0.38	0.00	0.70
Avail Cap(c_a), veh/h	564	0	961	446	976	938	419	0	473	585	0	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	25.9	23.8	24.0	4.6	22.0	0.0	27.6	21.0	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.2	2.1	0.1	0.2	0.0	2.3	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.5	9.9	0.9	1.2	0.0	5.0	1.8	0.0	5.2
LnGrp Delay(d),s/veh	28.0	0.0	28.1	28.0	26.0	4.6	22.2	0.0	29.9	21.3	0.0	26.6
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			904			326			385	
Approach Delay, s/veh		28.1			23.9			28.2			25.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	24.8	8.5	22.8	14.4	28.4	10.9	20.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	12.9	18.4	4.5	13.3	2.0	21.3	5.7	13.0
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.216	
Satd. Flow (perm)	1697	0	1818	1575	399	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	492	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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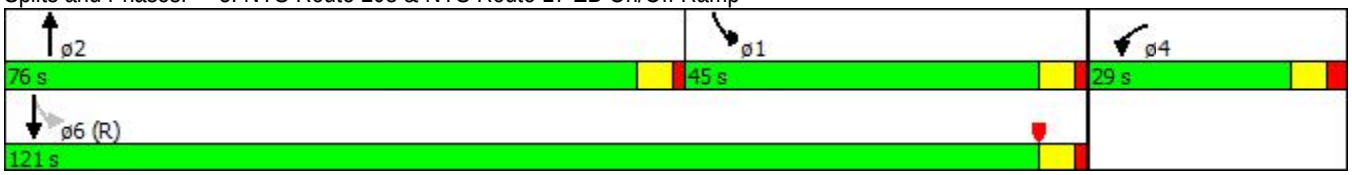
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	29.0		76.0		45.0	121.0
Total Split (%)	19.3%		50.7%		30.0%	80.7%
Maximum Green (s)	22.5		70.5		39.5	115.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.86		0.73	0.24	0.73	0.39
Control Delay	83.4		37.0	0.4	43.5	8.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.4		37.0	0.4	43.5	8.2
Queue Length 50th (ft)	170		510	0	262	268
Queue Length 95th (ft)	#279		692	0	m351	m308
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	281		895	1575	672	1491
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.74		0.73	0.24	0.73	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	103	610	355	458	540
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	656	0	492	581
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	854	740	631	1449
Arrive On Green	0.07	0.00	0.47	0.00	0.18	0.52
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	656	0	492	581
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	44.9	0.0	24.8	28.3
Cycle Q Clear(g_c), s	8.1	0.0	44.9	0.0	24.8	28.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	121	0	854	740	631	1449
V/C Ratio(X)	0.81	0.00	0.77	0.00	0.78	0.40
Avail Cap(c_a), veh/h	268	0	854	740	631	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.39	0.39
Uniform Delay (d), s/veh	69.0	0.0	33.0	0.0	48.6	15.2
Incr Delay (d2), s/veh	4.9	0.0	6.6	0.0	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	24.0	0.0	19.5	14.8
LnGrp Delay(d),s/veh	73.9	0.0	39.5	0.0	50.9	15.5
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		656			1073
Approach Delay, s/veh	73.9		39.5			31.7
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	45.0	76.0		16.6		121.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	39.5	70.5		22.5		115.5		
Max Q Clear Time (g_c+I1), s	26.8	46.9		10.1		30.3		
Green Ext Time (p_c), s	1.2	1.9		0.2		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	151	60	277	358	172	825	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1645	0
Flt Permitted		0.965		0.950			0.126			0.509		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	238	1731	1607	920	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			176			403		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	176	70	322	416	200	959	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	176	70	322	416	200	996	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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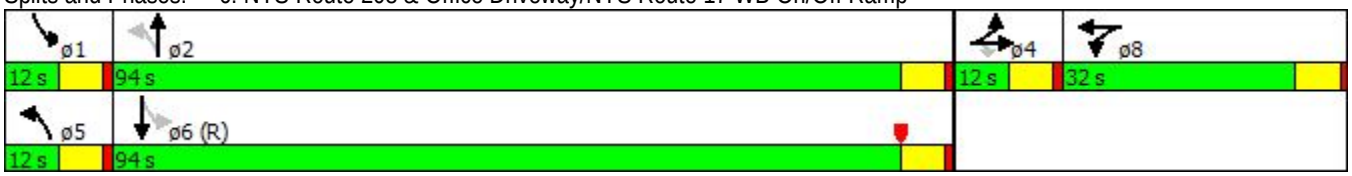
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0	6.0	26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.39	0.15	0.67	0.15	0.11	0.30	0.29	0.26	0.28	0.91	
Control Delay		86.9	1.9	75.9	58.7	0.1	14.8	21.0	0.3	8.9	29.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	14.8	21.0	0.3	8.9	29.9	
Queue Length 50th (ft)		25	0	149	30	0	29	152	0	63	664	
Queue Length 95th (ft)		58	0	208	61	0	m55	231	0	m88	#1200	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	236	1101	1607	713	1099	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.11	0.30	0.29	0.26	0.28	0.91	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	151	60	277	358	172	825	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	322	0	200	959	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	433	1088	943	628	1016	39
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1696	65
Grp Volume(v), veh/h	26	0	24	157	34	0	70	322	0	200	0	996
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.0	0.0	6.0	0.0	0.0
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	433	1088	943	628	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.16	0.30	0.00	0.32	0.00	0.94
Avail Cap(c_a), veh/h	72	0	63	334	326	277	455	1088	943	628	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.60	0.60	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	11.6	15.5	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	0.1	0.4	0.0	0.3	0.0	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.2	6.7	0.0	3.5	0.0	5.0
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	11.7	15.9	0.0	14.0	0.0	17.1
LnGrp LOS	E		E	E	E		B	B		B		B
Approach Vol, veh/h		50			191			392			1196	
Approach Delay, s/veh		77.0			66.1			15.2			16.5	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.0		4.3	4.3	2.0		14.8
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	10.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	437	1032	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.966		
Satd. Flow (perm)	1877	0	0	1750	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	470	1110	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	484	1115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.22			0.38	0.87	
Control Delay	19.0			3.9	14.9	
Queue Delay	0.0			0.0	0.1	
Total Delay	19.0			3.9	14.9	
Queue Length 50th (ft)	5			47	209	
Queue Length 95th (ft)	43			90	452	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	541			1679	1701	
Starvation Cap Reductn	0			0	38	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.10			0.29	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 63.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	437	1032	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	470	1110	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	31	87	78	1360	1371	6
Arrive On Green	0.07	0.07	0.75	0.75	0.75	0.75
Sat Flow, veh/h	440	1227	17	1812	1827	8
Grp Volume(v), veh/h	54	0	484	0	0	1115
Grp Sat Flow(s),veh/h/ln	1699	0	1829	0	0	1835
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	21.7
Cycle Q Clear(g_c), s	1.7	0.0	4.9	0.0	0.0	21.7
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	121	0	1439	0	0	1377
V/C Ratio(X)	0.45	0.00	0.34	0.00	0.00	0.81
Avail Cap(c_a), veh/h	485	0	2427	0	0	2420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	2.4	0.0	0.0	4.5
Incr Delay (d2), s/veh	2.6	0.0	0.1	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.5	0.0	0.0	11.0
LnGrp Delay(d),s/veh	27.5	0.0	2.5	0.0	0.0	5.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	54			484	1115	
Approach Delay, s/veh	27.5			2.5	5.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				47.1		9.0		47.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.9		3.7		23.7
Green Ext Time (p_c), s				19.7		0.1		18.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	535	1249	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.997		
Satd. Flow (perm)	1603	0	0	1803	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	98					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	575	1343	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	577	1344	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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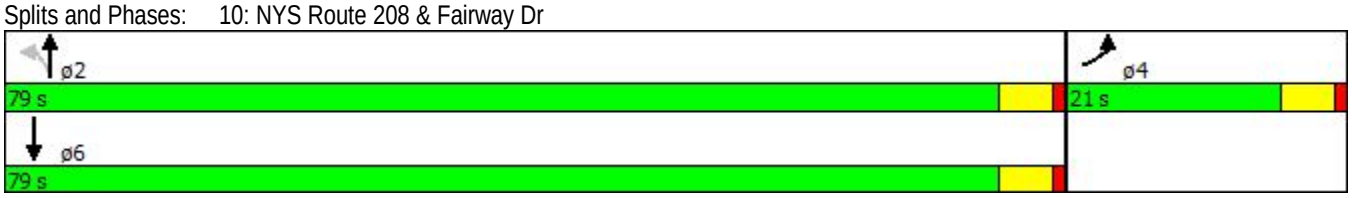
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.39	0.89	
Control Delay	0.0			2.9	14.8	
Queue Delay	0.0			0.0	0.4	
Total Delay	0.0			2.9	15.2	
Queue Length 50th (ft)	0			56	329	
Queue Length 95th (ft)	0			84	#734	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	379			1558	1594	
Starvation Cap Reductn	0			0	42	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.37	0.87	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 86	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	535	1249	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	575	1343	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	46	49	1466	1498	1
Arrive On Green	0.00	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	0	852	1	1805	1844	1
Grp Volume(v), veh/h	0	2	577	0	0	1344
Grp Sat Flow(s),veh/h/ln	0	1703	1806	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	37.6
Cycle Q Clear(g_c), s	0.0	0.1	6.6	0.0	0.0	37.6
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	91	1515	0	0	1499
V/C Ratio(X)	0.00	0.02	0.38	0.00	0.00	0.90
Avail Cap(c_a), veh/h	0	365	1836	0	0	1830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.5	1.9	0.0	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.3	0.0	0.0	20.2
LnGrp Delay(d),s/veh	0.0	33.5	2.1	0.0	0.0	10.3
LnGrp LOS		C	A			B
Approach Vol, veh/h	2			577	1344	
Approach Delay, s/veh	33.5			2.1	10.3	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		65.6		9.0		65.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		8.6		2.1		39.6		
Green Ext Time (p_c), s		29.0		0.0		21.1		

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	445	947	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.983		
Satd. Flow (perm)	1623	0	0	1729	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	473	1007	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	482	1013	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.41	0.85	
Control Delay	18.4			4.6	14.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	18.4			4.6	14.3	
Queue Length 50th (ft)	3			46	166	
Queue Length 95th (ft)	34			91	358	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	530			1688	1704	
Starvation Cap Reductn	0			190	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.32	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 54.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	445	947	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1820	1807	1881
Adj Flow Rate, veh/h	11	26	9	473	1007	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	38	89	80	1285	1287	8
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	467	1104	9	1791	1795	11
Grp Volume(v), veh/h	38	0	482	0	0	1013
Grp Sat Flow(s),veh/h/ln	1614	0	1800	0	0	1805
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	17.9
Cycle Q Clear(g_c), s	1.1	0.0	5.0	0.0	0.0	17.9
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	130	0	1365	0	0	1295
V/C Ratio(X)	0.29	0.00	0.35	0.00	0.00	0.78
Avail Cap(c_a), veh/h	521	0	2719	0	0	2698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	2.7	0.0	0.0	4.5
Incr Delay (d2), s/veh	1.2	0.0	0.2	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	0.0	0.0	8.8
LnGrp Delay(d),s/veh	22.7	0.0	2.8	0.0	0.0	5.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			482	1013	
Approach Delay, s/veh	22.7			2.8	5.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				40.5		9.0		40.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.0		3.1		19.9
Green Ext Time (p_c), s				16.2		0.0		15.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	452	2	2	943
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					0.999
Satd. Flow (perm)	1673	0	1764	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	481	2	2	1003
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	483	0	0	1005
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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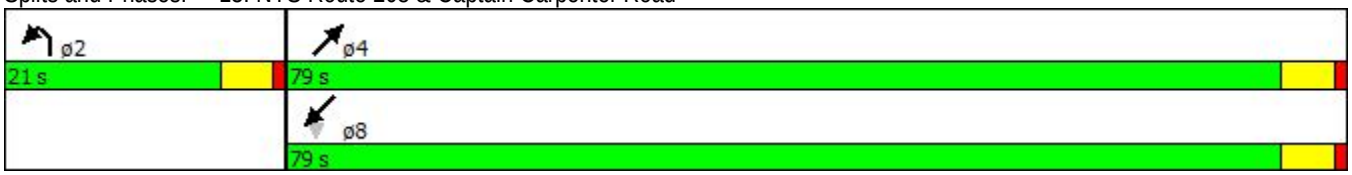
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.06		0.41			0.85
Control Delay	26.2		4.4			13.9
Queue Delay	0.0		0.0			0.0
Total Delay	26.2		4.4			13.9
Queue Length 50th (ft)	3		45			160
Queue Length 95th (ft)	21		84			325
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	545		1750			1742
Starvation Cap Reductn	0		0			29
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.28			0.59

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	452	2	2	943
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	481	2	2	1003
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	116	21	1295	5	75	1294
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1409	256	1818	8	1	1817
Grp Volume(v), veh/h	14	0	0	483	1005	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.4	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	5.0	17.3	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	148	0	0	1300	1368	0
V/C Ratio(X)	0.09	0.00	0.00	0.37	0.73	0.00
Avail Cap(c_a), veh/h	590	0	0	2780	2839	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	2.7	4.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.5	8.7	0.0
LnGrp Delay(d),s/veh	20.9	0.0	0.0	2.9	5.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		483			1005
Approach Delay, s/veh	20.9		2.9			5.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		39.6				39.6
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		7.0				19.3
Green Ext Time (p_c), s		0.0		15.8				15.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	454	944	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	188					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	478	994	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	478	996	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.00			0.41	0.84	
Control Delay	0.0			4.4	12.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			4.4	12.9	
Queue Length 50th (ft)	0			44	150	
Queue Length 95th (ft)	0			72	270	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	680			1748	1784	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.27	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	454	944	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	478	994	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	73	0	1275	1298	3
Arrive On Green	0.00	0.08	0.00	0.70	0.70	0.70
Sat Flow, veh/h	0	864	0	1809	1841	4
Grp Volume(v), veh/h	0	2	0	478	0	996
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	5.0	0.0	16.4
Cycle Q Clear(g_c), s	0.0	0.1	0.0	5.0	0.0	16.4
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	146	0	1275	0	1300
V/C Ratio(X)	0.00	0.01	0.00	0.37	0.00	0.77
Avail Cap(c_a), veh/h	0	583	0	2821	0	2877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.9	0.0	2.8	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	8.4
LnGrp Delay(d),s/veh	0.0	20.0	0.0	3.0	0.0	5.5
LnGrp LOS		B		A		A
Approach Vol, veh/h	2			478	996	
Approach Delay, s/veh	20.0			3.0	5.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.4		9.0		38.4
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.0		2.1		18.4
Green Ext Time (p_c), s				15.4		0.0		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	449	5	7	934
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1761
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1759	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	510	6	8	1061
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	516	0	0	1069
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.19		0.42			0.86
Control Delay	21.5		4.3			14.7
Queue Delay	0.0		0.0			0.5
Total Delay	21.5		4.3			15.2
Queue Length 50th (ft)	5		51			193
Queue Length 95th (ft)	38		96			380
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	484		1687			1684
Starvation Cap Reductn	0		0			238
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.31			0.74

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 60.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	449	5	7	934
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1822
Adj Flow Rate, veh/h	15	25	510	6	8	1061
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	45	75	1327	16	71	1338
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	602	1003	1799	21	3	1815
Grp Volume(v), veh/h	41	0	0	516	1069	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1820	1818	0
Q Serve(g_s), s	1.3	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	5.5	19.9	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	123	0	0	1342	1409	0
V/C Ratio(X)	0.33	0.00	0.00	0.38	0.76	0.00
Avail Cap(c_a), veh/h	493	0	0	2525	2583	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	2.6	4.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.8	9.8	0.0
LnGrp Delay(d),s/veh	25.0	0.0	0.0	2.7	5.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		516			1069
Approach Delay, s/veh	25.0		2.7			5.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		44.3				44.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.3		7.5				21.9
Green Ext Time (p_c), s		0.0		18.4				17.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	461	10	3	914	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.756			0.803			0.999			0.999	
Satd. Flow (perm)	0	1394	0	0	1390	0	0	1817	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	496	11	3	983	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	508	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.05			0.21			0.43			0.83	
Control Delay		8.4			19.7			5.1			13.5	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		8.4			19.7			5.2			13.5	
Queue Length 50th (ft)		0			5			50			155	
Queue Length 95th (ft)		9			38			104			342	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		485			483			1804			1812	
Starvation Cap Reductn		0			0			390			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.09			0.36			0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	461	10	3	914	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	496	11	3	983	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	230	13	24	187	12	46	76	1258	28	76	1287	4
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1117	161	284	779	147	549	0	1777	39	1	1819	6
Grp Volume(v), veh/h	11	0	0	43	0	0	508	0	0	989	0	0
Grp Sat Flow(s),veh/h/ln	1562	0	0	1475	0	0	1817	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.2	0.0	0.0	5.4	0.0	0.0	16.5	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	267	0	0	246	0	0	1361	0	0	1367	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.18	0.00	0.00	0.37	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	629	0	0	606	0	0	2877	0	0	2892	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	20.7	0.0	0.0	2.8	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.6	0.0	0.0	2.7	0.0	0.0	8.2	0.0	0.0
LnGrp Delay(d),s/veh	20.3	0.0	0.0	21.0	0.0	0.0	3.0	0.0	0.0	5.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			508			989	
Approach Delay, s/veh		20.3			21.0			3.0			5.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		38.9		9.0		38.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.2		7.4		2.3		18.5
Green Ext Time (p_c), s		0.1		15.8		0.1		15.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	420	17	5	804	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.863			0.850			0.899			0.998	
Satd. Flow (perm)	0	1602	0	0	1688	0	0	1593	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	447	18	5	855	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	505	0	0	954	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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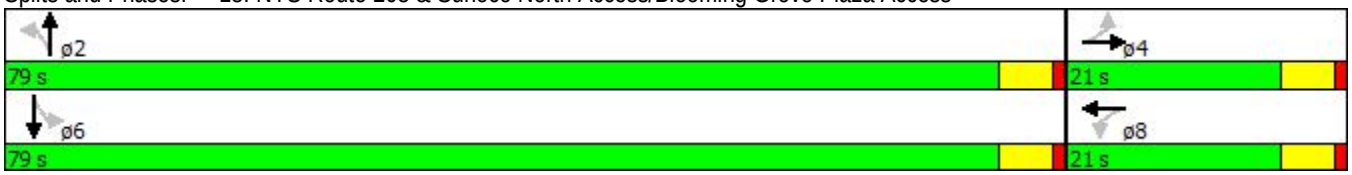
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.13			0.03			0.49			0.84	
Control Delay		19.3			22.7			5.6			13.9	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		19.3			22.7			5.7			14.4	
Queue Length 50th (ft)		3			1			50			142	
Queue Length 95th (ft)		28			12			103			309	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		562			583			1593			1736	
Starvation Cap Reductn		0			0			110			352	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.34			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 49.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	420	17	5	804	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	447	18	5	855	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	153	27	74	161	55	49	127	1096	42	80	1120	123
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	481	311	849	500	631	565	61	1578	61	2	1612	176
Grp Volume(v), veh/h	29	0	0	6	0	0	505	0	0	954	0	0
Grp Sat Flow(s),veh/h/ln	1641	0	0	1696	0	0	1699	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.3	0.0	0.0	15.9	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.04	0.01		0.10
Lane Grp Cap(c), veh/h	254	0	0	266	0	0	1265	0	0	1323	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.02	0.00	0.00	0.40	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	670	0	0	684	0	0	2702	0	0	2960	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	19.2	0.0	0.0	3.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	2.6	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	19.6	0.0	0.0	19.2	0.0	0.0	3.2	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		29			6			505			954	
Approach Delay, s/veh		19.6			19.2			3.2			5.3	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.9		9.0		36.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.3		2.7		17.9		2.1
Green Ext Time (p_c), s		14.2		0.1		13.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	444	28	16	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.476	
Satd. Flow (perm)	1683	0	1790	1319	761	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	477	30	17	1114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	477	30	17	1114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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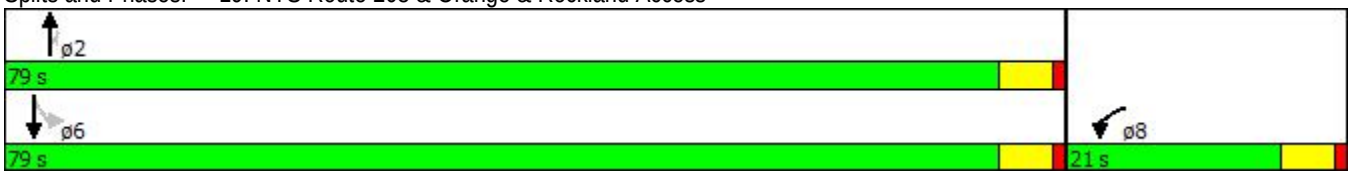
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.20		0.38	0.03	0.03	0.87
Control Delay	25.0		4.2	1.0	2.4	14.6
Queue Delay	0.0		0.0	0.0	0.0	0.8
Total Delay	25.0		4.2	1.0	2.4	15.4
Queue Length 50th (ft)	8		48	0	1	206
Queue Length 95th (ft)	47		92	5	5	428
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	503		1715	1265	729	1768
Starvation Cap Reductn	0		0	0	0	331
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.28	0.02	0.02	0.78

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 60.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	444	28	16	1036
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	477	30	17	1114
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	67	44	1327	978	627	1368
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	904	591	1790	1319	763	1845
Grp Volume(v), veh/h	44	0	477	30	17	1114
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	763	1845
Q Serve(g_s), s	1.5	0.0	5.1	0.3	0.4	21.3
Cycle Q Clear(g_c), s	1.5	0.0	5.1	0.3	5.5	21.3
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	113	0	1327	978	627	1368
V/C Ratio(X)	0.39	0.00	0.36	0.03	0.03	0.81
Avail Cap(c_a), veh/h	452	0	2447	1803	1104	2522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	2.5	1.9	3.4	4.6
Incr Delay (d2), s/veh	2.2	0.0	0.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.4	0.1	0.1	10.7
LnGrp Delay(d),s/veh	26.1	0.0	2.6	1.9	3.5	5.8
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		507			1131
Approach Delay, s/veh	26.1		2.6			5.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		45.1				45.1		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.1				23.3		3.5
Green Ext Time (p_c), s		17.8				16.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	127	412	113	117	1038
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.944		0.968			
Flt Protected	0.970					0.995
Satd. Flow (prot)	3474	0	3408	0	0	3246
Flt Permitted	0.970					0.995
Satd. Flow (perm)	3474	0	3408	0	0	3246
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			375
Travel Time (s)	14.3		6.3			4.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	137	443	122	126	1116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	0	565	0	0	1242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	367	565	1242
Demand Flow Rate, veh/h	375	585	1290
Vehicles Circulating, veh/h	461	129	235
Vehicles Exiting, veh/h	253	1396	601
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.2	5.3	11.1
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	199	176	275	310	606	684
Cap Entry Lane, veh/h	882	919	1197	1211	1086	1109
Entry HV Adj Factor	0.977	0.980	0.966	0.966	0.964	0.963
Flow Entry, veh/h	195	172	266	300	584	658
Cap Entry, veh/h	862	900	1157	1170	1046	1067
V/C Ratio	0.226	0.192	0.230	0.256	0.558	0.617
Control Delay, s/veh	6.5	5.9	5.2	5.4	10.5	11.7
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	4

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	142	19	427	35	140	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	165	22	497	41	163	905
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	497	41	0	1068
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	187	538	1068
Demand Flow Rate, veh/h	190	559	1107
Vehicles Circulating, veh/h	517	166	168
Vehicles Exiting, veh/h	166	1109	539
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.6	8.5
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	190	517	42	520	587
Cap Entry Lane, veh/h	814	1164	1168	1155	1172
Entry HV Adj Factor	0.984	0.962	0.980	0.965	0.964
Flow Entry, veh/h	187	497	41	502	566
Cap Entry, veh/h	801	1120	1145	1115	1130
V/C Ratio	0.234	0.444	0.036	0.450	0.501
Control Delay, s/veh	7.0	8.0	3.4	8.1	8.8
LOS	A	A	A	A	A
95th %tile Queue, veh	1	2	0	2	3

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	671	367	1	378	235	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1701	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1104	0	0	403	251	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.90			0.32	0.78	
Control Delay	23.4			6.3	51.4	
Queue Delay	7.4			0.0	0.0	
Total Delay	30.8			6.3	51.4	
Queue Length 50th (ft)	420			75	136	
Queue Length 95th (ft)	#859			134	210	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1225			1245	400	
Starvation Cap Reductn	101			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.98			0.32	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	671	367	1	378	235	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	714	390	1	402	250	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	818	447	40	1320	290	1
Arrive On Green	0.73	0.73	0.73	0.73	0.16	0.16
Sat Flow, veh/h	1125	615	1	1817	1786	7
Grp Volume(v), veh/h	0	1104	403	0	252	0
Grp Sat Flow(s),veh/h/ln	0	1740	1817	0	1800	0
Q Serve(g_s), s	0.0	42.7	0.0	0.0	12.3	0.0
Cycle Q Clear(g_c), s	0.0	42.7	7.0	0.0	12.3	0.0
Prop In Lane		0.35	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1265	1361	0	292	0
V/C Ratio(X)	0.00	0.87	0.30	0.00	0.86	0.00
Avail Cap(c_a), veh/h	0	1265	1361	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.2	4.3	0.0	36.7	0.0
Incr Delay (d2), s/veh	0.0	8.5	0.6	0.0	10.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.9	3.7	0.0	6.9	0.0
LnGrp Delay(d),s/veh	0.0	17.7	4.9	0.0	47.3	0.0
LnGrp LOS		B	A		D	
Approach Vol, veh/h	1104			403	252	
Approach Delay, s/veh	17.7			4.9	47.3	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.4				70.4		19.6
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		44.7				9.0		14.3
Green Ext Time (p_c), s		5.8				7.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	10.6				28.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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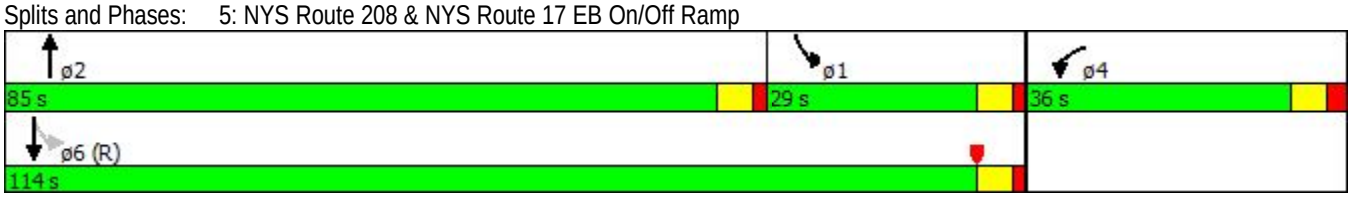
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	13.3	0.0
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	13.3	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.10	0.10
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	44.3	0.0
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	11.1	0.1
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	45.4	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			12.0
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	15.3	65.3		17.7		2.0		
Green Ext Time (p_c), s	0.8	2.6		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				153			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

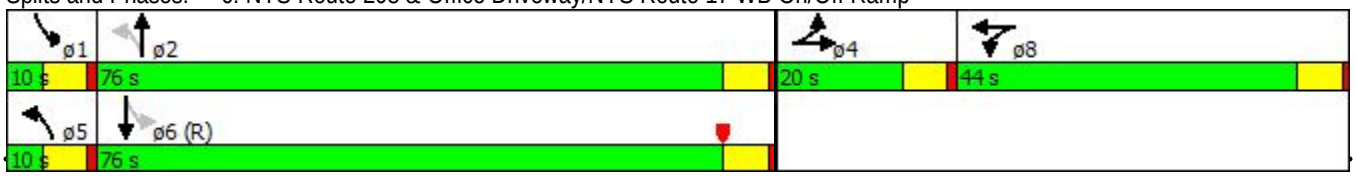
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	223	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.05	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	42.8
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	42.8
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	223	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.26	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	223	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.33	0.33	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	26.5	32.4	0.0	37.2	0.0	4.1
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	0.2	1.9	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.2	21.8	0.0	3.2	0.0	22.1
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	26.7	34.3	0.0	39.9	0.0	27.2
LnGrp LOS	F			F			C	C		D		C
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			33.7			29.0	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	44.8		40.0
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	8.6		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		74.6
HCM 2010 LOS		E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1224	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.344				0.950	
Satd. Flow (perm)	595	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1316	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1316	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	0.86	0.51		0.06	0.26
Control Delay	2.4	13.0	3.2		45.0	19.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.4	13.0	3.2		45.0	19.2
Queue Length 50th (ft)	8	369	91		5	0
Queue Length 95th (ft)	22	#1071	167		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	537	1533	1516		183	200
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	0.86	0.51		0.04	0.20

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 75.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1224	715	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1316	769	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	567	1460	1427	17	59	52
Arrive On Green	0.80	0.80	0.80	0.80	0.03	0.03
Sat Flow, veh/h	688	1818	1777	21	1756	1568
Grp Volume(v), veh/h	109	1316	0	778	8	41
Grp Sat Flow(s),veh/h/ln	688	1818	0	1797	1756	1568
Q Serve(g_s), s	4.0	31.6	0.0	9.2	0.3	1.6
Cycle Q Clear(g_c), s	13.2	31.6	0.0	9.2	0.3	1.6
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	567	1460	0	1444	59	52
V/C Ratio(X)	0.19	0.90	0.00	0.54	0.14	0.78
Avail Cap(c_a), veh/h	946	2463	0	2436	201	179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	4.3	0.0	2.1	28.7	29.4
Incr Delay (d2), s/veh	0.1	1.6	0.0	0.1	0.4	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	15.6	0.0	4.4	0.1	0.8
LnGrp Delay(d),s/veh	4.4	5.8	0.0	2.2	29.1	38.5
LnGrp LOS	A	A		A	C	D
Approach Vol, veh/h		1425	778		49	
Approach Delay, s/veh		5.7	2.2		37.0	
Approach LOS		A	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		54.2		7.0		54.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		33.6		3.6		11.2		
Green Ext Time (p_c), s		15.6		0.0		16.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		10.6		0.0		11.7		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 136.1	
Natural Cycle: 140	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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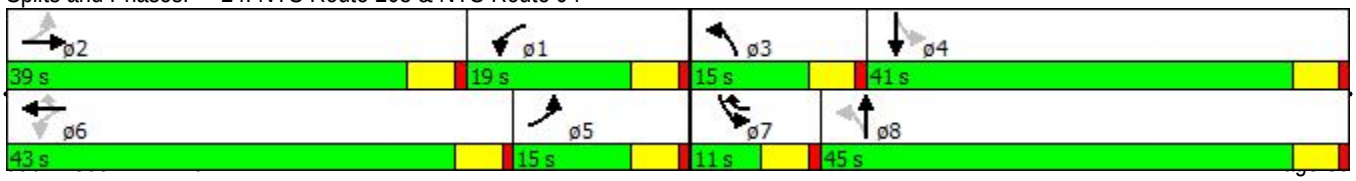
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	364	44	314	432	457	433	174	363	224	447	210
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1172	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1584	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.3	10.2	18.9	4.5	1.3	0.0	28.1	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.3	10.2	18.9	4.5	1.3	0.0	28.1	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	408	314	432	457	433	0	537	224	0	658
V/C Ratio(X)	0.13	0.00	0.91	0.90	0.87	0.36	0.08	0.00	0.91	0.88	0.00	0.33
Avail Cap(c_a), veh/h	352	0	572	344	726	701	578	0	669	224	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	34.1	38.6	34.6	10.3	19.9	0.0	30.0	26.9	0.0	20.7
Incr Delay (d2), s/veh	0.1	0.0	11.7	22.6	2.9	0.2	0.0	0.0	13.5	30.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.7	9.2	9.7	2.1	0.6	0.0	14.3	4.2	0.0	4.0
LnGrp Delay(d),s/veh	33.2	0.0	45.8	61.2	37.5	10.5	19.9	0.0	43.4	57.4	0.0	20.8
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		44.5			40.2			41.9			38.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	29.3	7.0	41.2	19.0	27.6	11.0	37.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.2	23.3	3.3	10.5	2.0	20.9	8.0	30.1
Green Ext Time (p_c), s	0.1	1.0	0.0	2.8	0.4	1.8	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.104			0.189		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	197	1731	1607	341	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			508			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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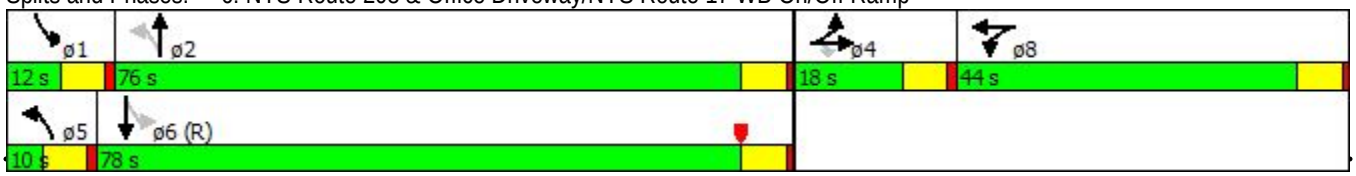
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	18.0	44.0	44.0		10.0	76.0		12.0	78.0	
Total Split (%)	12.0%	12.0%	12.0%	29.3%	29.3%		6.7%	50.7%		8.0%	52.0%	
Maximum Green (s)	12.0	12.0	12.0	38.0	38.0		4.0	70.0		6.0	72.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.79	0.48	0.99	0.06	0.39	0.41	0.79	0.30	0.56	0.97	
Control Delay		104.7	17.6	93.2	43.0	0.7	31.8	49.8	0.3	23.7	52.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		104.7	17.6	93.2	43.0	0.7	31.8	49.8	0.3	23.7	52.5	
Queue Length 50th (ft)		105	0	~482	21	0	37	490	0	54	752	
Queue Length 95th (ft)		#188	50	#665	46	0	m45	m586	m0	m79	m#938	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		144	226	484	485	1599	139	807	1607	234	805	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75	0.46	0.99	0.06	0.39	0.41	0.79	0.30	0.56	0.97	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	88	54	125	478	477	405	312	865	750	261	802	35
Arrive On Green	0.09	0.08	0.08	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.96	0.96
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	108	0	105	481	28	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	41.7	0.0	6.0	0.0	25.7
Cycle Q Clear(g_c), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	41.7	0.0	6.0	0.0	25.7
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	142	0	125	478	477	405	312	865	750	261	0	837
V/C Ratio(X)	0.76	0.00	0.84	1.01	0.06	0.00	0.18	0.73	0.00	0.50	0.00	0.93
Avail Cap(c_a), veh/h	145	0	127	478	477	405	312	865	750	261	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	68.2	55.0	42.4	0.0	21.9	32.4	0.0	27.0	0.0	2.1
Incr Delay (d2), s/veh	18.2	0.0	35.2	42.8	0.0	0.0	0.1	1.9	0.0	1.5	0.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.5	25.5	0.9	0.0	1.2	21.8	0.0	2.0	0.0	13.0
LnGrp Delay(d),s/veh	85.3	0.0	103.3	97.9	42.5	0.0	22.0	34.3	0.0	28.5	0.0	20.6
LnGrp LOS	F		F	F	D		C	C		C		C
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		94.2			94.8			33.3			21.7	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	76.0		17.8	10.0	78.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	70.0		12.0	4.0	72.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	43.7		11.8	4.5	27.7		42.0
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	9.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.8
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.967		
Satd. Flow (perm)	1875	0	0	1751	1755	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.19			0.93	0.54	
Control Delay	23.7			20.7	4.3	
Queue Delay	0.0			6.1	0.5	
Total Delay	23.7			26.8	4.8	
Queue Length 50th (ft)	4			389	94	
Queue Length 95th (ft)	30			#1021	171	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	349			1436	1439	
Starvation Cap Reductn	0			79	269	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.99	0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 90.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1198	705	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1819	1910
Adj Flow Rate, veh/h	7	21	37	1302	766	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	21	63	70	1475	1471	17
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	410	1231	28	1799	1794	21
Grp Volume(v), veh/h	29	0	1339	0	0	775
Grp Sat Flow(s),veh/h/ln	1700	0	1827	0	0	1815
Q Serve(g_s), s	1.3	0.0	8.2	0.0	0.0	10.4
Cycle Q Clear(g_c), s	1.3	0.0	36.3	0.0	0.0	10.4
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	88	0	1545	0	0	1488
V/C Ratio(X)	0.33	0.00	0.87	0.00	0.00	0.52
Avail Cap(c_a), veh/h	350	0	1784	0	0	1731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	0.0	4.4	0.0	0.0	2.2
Incr Delay (d2), s/veh	2.2	0.0	4.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	19.3	0.0	0.0	5.1
LnGrp Delay(d),s/veh	37.7	0.0	8.7	0.0	0.0	2.5
LnGrp LOS	D		A			A
Approach Vol, veh/h	29			1339	775	
Approach Delay, s/veh	37.7			8.7	2.5	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				68.6		9.0		68.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				38.3		3.3		12.4
Green Ext Time (p_c), s				25.3		0.0		35.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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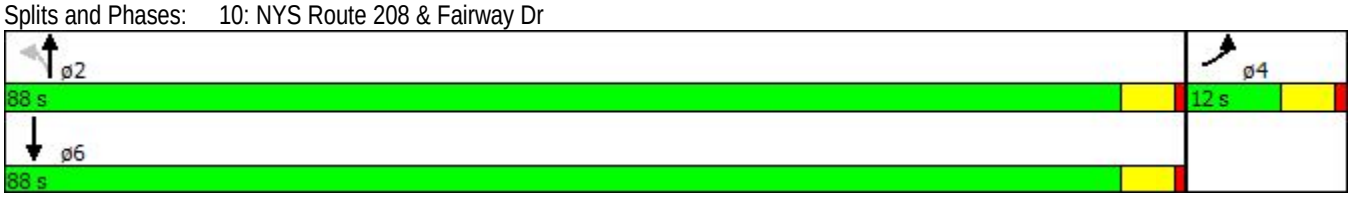
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Maximum Green (s)	7.0		83.0	83.0	83.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.96	0.55	
Control Delay	38.0			23.9	3.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	38.0			23.9	3.9	
Queue Length 50th (ft)	1			472	101	
Queue Length 95th (ft)	8			#1161	158	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	128			1575	1595	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.91	0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 93.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1363	789	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1435	831	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	25	25	41	1529	1546	2
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	574	574	1	1805	1825	2
Grp Volume(v), veh/h	3	0	1440	0	0	832
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	11.7
Cycle Q Clear(g_c), s	0.2	0.0	54.7	0.0	0.0	11.7
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	75	0	1570	0	0	1548
V/C Ratio(X)	0.04	0.00	0.92	0.00	0.00	0.54
Avail Cap(c_a), veh/h	132	0	1673	0	0	1654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	5.2	0.0	0.0	2.0
Incr Delay (d2), s/veh	0.2	0.0	8.2	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	29.2	0.0	0.0	5.7
LnGrp Delay(d),s/veh	42.2	0.0	13.4	0.0	0.0	2.3
LnGrp LOS	D		B			A
Approach Vol, veh/h	3			1440	832	
Approach Delay, s/veh	42.2			13.4	2.3	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		82.7		9.0		82.7		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		56.7		2.2		13.7		
Green Ext Time (p_c), s		21.0		0.0		41.8		

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.972		
Satd. Flow (perm)	1695	0	0	1718	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.25			0.89	0.54	
Control Delay	22.3			16.0	4.9	
Queue Delay	0.0			0.9	0.0	
Total Delay	22.3			16.9	4.9	
Queue Length 50th (ft)	6			254	84	
Queue Length 95th (ft)	40			595	163	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	413			1577	1587	
Starvation Cap Reductn	0			179	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.11			0.83	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 74.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1074	659	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1793	1881
Adj Flow Rate, veh/h	13	34	33	1131	694	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	28	75	77	1379	1364	31
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	456	1193	25	1765	1745	40
Grp Volume(v), veh/h	48	0	1164	0	0	710
Grp Sat Flow(s),veh/h/ln	1685	0	1790	0	0	1785
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	1.8	0.0	24.5	0.0	0.0	9.2
Prop In Lane	0.27	0.71	0.03			0.02
Lane Grp Cap(c), veh/h	105	0	1456	0	0	1395
V/C Ratio(X)	0.46	0.00	0.80	0.00	0.00	0.51
Avail Cap(c_a), veh/h	421	0	2112	0	0	2063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	4.2	0.0	0.0	2.5
Incr Delay (d2), s/veh	3.1	0.0	1.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.5	0.0	0.0	4.5
LnGrp Delay(d),s/veh	32.0	0.0	5.6	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	48			1164	710	
Approach Delay, s/veh	32.0			5.6	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				55.0		9.0		55.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				26.5		3.8		11.2
Green Ext Time (p_c), s				23.5		0.1		26.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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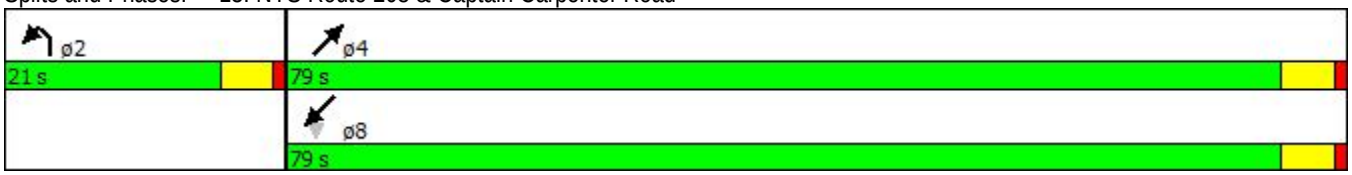
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		31.0	31.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.88			0.54
Control Delay	35.2		14.9			5.1
Queue Delay	0.0		0.0			0.0
Total Delay	35.2		14.9			5.1
Queue Length 50th (ft)	5		228			82
Queue Length 95th (ft)	26		457			143
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	434		1674			1651
Starvation Cap Reductn	0		0			108
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.68			0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 66.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1067	18	1	662
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1828	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1123	19	1	697
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	100	8	1386	23	58	1392
Arrive On Green	0.06	0.06	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1553	119	1792	30	0	1800
Grp Volume(v), veh/h	15	0	0	1142	698	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1822	1800	0
Q Serve(g_s), s	0.5	0.0	0.0	23.5	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	23.5	8.9	0.0
Prop In Lane	0.87	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	116	0	0	1410	1451	0
V/C Ratio(X)	0.13	0.00	0.00	0.81	0.48	0.00
Avail Cap(c_a), veh/h	463	0	0	2180	2208	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	4.2	2.6	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	11.6	4.4	0.0
LnGrp Delay(d),s/veh	27.8	0.0	0.0	5.6	2.8	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1142			698
Approach Delay, s/veh	27.8		5.6			2.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		52.9				52.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		25.5				10.9
Green Ext Time (p_c), s		0.0		22.4				24.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.88	0.54	
Control Delay	30.2			14.6	4.8	
Queue Delay	0.0			0.1	0.0	
Total Delay	30.2			14.8	4.8	
Queue Length 50th (ft)	1			224	80	
Queue Length 95th (ft)	14			438	133	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	438			1658	1675	
Starvation Cap Reductn	0			57	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.72	0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 66.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1066	660	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1146	710	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	47	47	58	1406	1414	6
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	735	735	0	1808	1819	8
Grp Volume(v), veh/h	7	0	1148	0	0	713
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	9.0
Cycle Q Clear(g_c), s	0.2	0.0	24.3	0.0	0.0	9.0
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	109	0	1463	0	0	1420
V/C Ratio(X)	0.06	0.00	0.78	0.00	0.00	0.50
Avail Cap(c_a), veh/h	436	0	2181	0	0	2147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	4.3	0.0	0.0	2.6
Incr Delay (d2), s/veh	0.2	0.0	1.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	11.9	0.0	0.0	4.5
LnGrp Delay(d),s/veh	28.0	0.0	5.4	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1148	713	
Approach Delay, s/veh	28.0			5.4	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				54.0		9.0		54.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				26.3		2.2		11.0
Green Ext Time (p_c), s				22.6		0.0		25.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.956
Satd. Flow (perm)	1638	0	1763	0	0	1674
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.16		0.88			0.58
Control Delay	24.7		15.3			5.7
Queue Delay	0.0		0.0			0.4
Total Delay	24.7		15.3			6.1
Queue Length 50th (ft)	4		230			89
Queue Length 95th (ft)	32		490			168
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	431		1662			1578
Starvation Cap Reductn	0		0			403
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.69			0.62

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 67.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1053	17	20	654
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1132	18	22	703
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	40	62	1398	22	75	1349
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	636	983	1794	29	21	1730
Grp Volume(v), veh/h	29	0	0	1150	725	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1822	1751	0
Q Serve(g_s), s	1.0	0.0	0.0	23.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	23.9	9.3	0.0
Prop In Lane	0.38	0.59		0.02	0.03	
Lane Grp Cap(c), veh/h	106	0	0	1421	1423	0
V/C Ratio(X)	0.27	0.00	0.00	0.81	0.51	0.00
Avail Cap(c_a), veh/h	422	0	0	2125	2068	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.4	0.0	0.0	4.2	2.6	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	1.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	12.1	4.5	0.0
LnGrp Delay(d),s/veh	29.7	0.0	0.0	5.7	2.9	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	29		1150			725
Approach Delay, s/veh	29.7		5.7			2.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		54.5				54.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		25.9				11.3
Green Ext Time (p_c), s		0.0		23.5				26.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.828			0.731			0.998			0.923	
Satd. Flow (perm)	0	1445	0	0	1361	0	0	1815	0	0	1668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.21			0.18			0.88			0.63	
Control Delay		23.9			34.0			15.2			6.7	
Queue Delay		0.0			0.0			0.7			0.0	
Total Delay		23.9			34.0			15.9			6.7	
Queue Length 50th (ft)		6			8			232			102	
Queue Length 95th (ft)		39			39			482			195	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		401			365			1727			1587	
Starvation Cap Reductn		0			0			259			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.07			0.78			0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1027	36	33	653	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1104	39	35	702	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	124	8	48	178	12	11	57	1371	48	88	1271	30
Arrive On Green	0.06	0.00	0.06	0.06	0.06	0.06	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	652	126	778	1209	193	175	2	1751	62	38	1623	38
Grp Volume(v), veh/h	38	0	0	27	0	0	1148	0	0	754	0	0
Grp Sat Flow(s),veh/h/ln	1556	0	0	1577	0	0	1815	0	0	1700	0	0
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.9	0.0	0.0	24.0	0.0	0.0	10.0	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.05		0.02
Lane Grp Cap(c), veh/h	180	0	0	201	0	0	1477	0	0	1389	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.13	0.00	0.00	0.78	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	459	0	0	470	0	0	2136	0	0	1973	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.8	0.0	0.0	4.1	0.0	0.0	2.6	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	12.0	0.0	0.0	4.9	0.0	0.0
LnGrp Delay(d),s/veh	29.6	0.0	0.0	29.1	0.0	0.0	5.3	0.0	0.0	2.9	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1148			754	
Approach Delay, s/veh		29.6			29.1			5.3			2.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		55.5		9.0		55.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		2.9		26.0		3.4		12.0
Green Ext Time (p_c), s		0.2		24.5		0.2		27.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.814			0.841			0.968			0.972	
Satd. Flow (perm)	0	1569	0	0	1605	0	0	1710	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			7			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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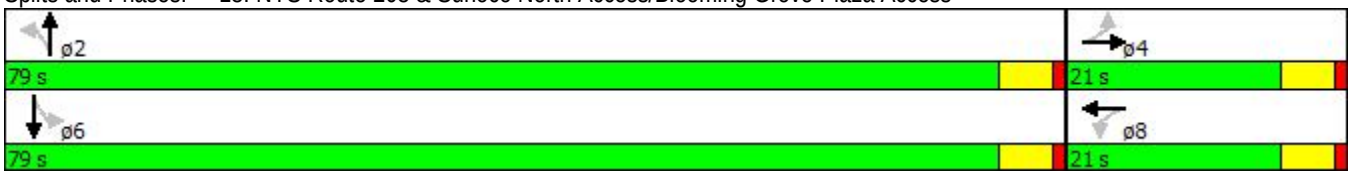
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.22			0.40			0.91			0.53	
Control Delay		36.9			28.5			18.9			5.0	
Queue Delay		0.0			0.0			5.2			3.8	
Total Delay		36.9			28.5			24.1			8.8	
Queue Length 50th (ft)		15			19			334			94	
Queue Length 95th (ft)		42			58			#892			177	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		310			345			1477			1454	
Starvation Cap Reductn		0			0			201			643	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.21			0.96			0.87	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 84.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	982	48	12	568	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1129	55	14	653	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	167	26	23	119	11	66	75	1312	63	61	1291	74
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1052	337	309	606	139	877	29	1673	80	12	1646	94
Grp Volume(v), veh/h	33	0	0	74	0	0	1221	0	0	705	0	0
Grp Sat Flow(s),veh/h/ln	1698	0	0	1622	0	0	1782	0	0	1753	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.1	0.0	0.0	32.0	0.0	0.0	10.0	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	216	0	0	196	0	0	1449	0	0	1425	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.38	0.00	0.00	0.84	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	436	0	0	429	0	0	1892	0	0	1854	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	31.8	0.0	0.0	5.0	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	0.0	0.0	2.8	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	16.4	0.0	0.0	4.8	0.0	0.0
LnGrp Delay(d),s/veh	31.3	0.0	0.0	33.0	0.0	0.0	7.9	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1221			705	
Approach Delay, s/veh		31.3			33.0			7.9			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.9		10.4		60.9		10.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		34.0		3.2		12.0		5.1
Green Ext Time (p_c), s		21.9		0.4		26.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.117	
Satd. Flow (perm)	1652	0	1790	1319	187	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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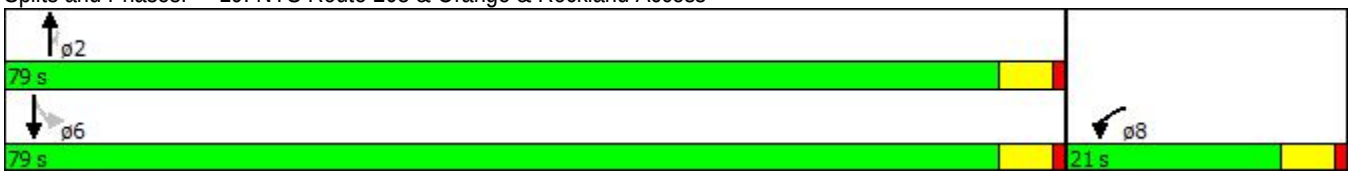
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.08		0.89	0.01	0.01	0.58
Control Delay	29.1		15.1	1.1	2.0	5.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.1		15.1	1.1	2.0	5.0
Queue Length 50th (ft)	2		265	0	0	101
Queue Length 95th (ft)	20		557	2	1	176
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	378		1648	1214	172	1683
Starvation Cap Reductn	0		0	0	0	53
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.03		0.75	0.01	0.01	0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 74.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1130	7	2	758
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1228	8	2	824
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	33	46	1434	1056	243	1464
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	580	812	1790	1319	385	1828
Grp Volume(v), veh/h	13	0	1228	8	2	824
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	385	1828
Q Serve(g_s), s	0.6	0.0	30.6	0.1	0.2	11.5
Cycle Q Clear(g_c), s	0.6	0.0	30.6	0.1	30.8	11.5
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	86	0	1434	1056	243	1464
V/C Ratio(X)	0.15	0.00	0.86	0.01	0.01	0.56
Avail Cap(c_a), veh/h	343	0	1884	1388	340	1923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	0.0	4.4	1.4	14.2	2.5
Incr Delay (d2), s/veh	0.8	0.0	3.2	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	15.6	0.0	0.0	5.6
LnGrp Delay(d),s/veh	32.4	0.0	7.7	1.4	14.2	2.9
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	13		1236			826
Approach Delay, s/veh	32.4		7.6			2.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		61.3				61.3		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		32.6				32.8		2.6
Green Ext Time (p_c), s		23.6				23.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			410
Travel Time (s)	14.3		6.3			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.915			0.850		
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1845	1599	0	3434
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	0	978	157	0	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	246	1135	678
Demand Flow Rate, veh/h	251	1177	711
Vehicles Circulating, veh/h	1017	22	93
Vehicles Exiting, veh/h	22	782	1175
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.8	13.0	5.5
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	251	1017	160	334	377
Cap Entry Lane, veh/h	488	1349	1349	1265	1276
Entry HV Adj Factor	0.980	0.962	0.980	0.954	0.953
Flow Entry, veh/h	246	978	157	319	359
Cap Entry, veh/h	479	1297	1323	1207	1216
V/C Ratio	0.514	0.754	0.119	0.264	0.296
Control Delay, s/veh	17.8	14.5	3.7	5.4	5.7
LOS	C	B	A	A	A
95th %tile Queue, veh	3	8	0	1	1

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.81			0.29	0.79	
Control Delay	16.2			6.1	51.6	
Queue Delay	2.5			0.0	0.0	
Total Delay	18.6			6.1	51.6	
Queue Length 50th (ft)	325			70	141	
Queue Length 95th (ft)	#659			121	218	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1290	404	
Starvation Cap Reductn	135			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.91			0.29	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	632	349	0	364	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1897	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	652	360	0	375	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	831	459	0	1366	299	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1150	635	0	1891	1796	14
Grp Volume(v), veh/h	0	1012	0	375	262	0
Grp Sat Flow(s),veh/h/ln	0	1785	0	1891	1817	0
Q Serve(g_s), s	0.0	32.7	0.0	6.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	32.7	0.0	6.2	12.6	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1290	0	1366	302	0
V/C Ratio(X)	0.00	0.78	0.00	0.27	0.87	0.00
Avail Cap(c_a), veh/h	0	1290	0	1366	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	4.3	36.5	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	0.0	3.3	7.3	0.0
LnGrp Delay(d),s/veh	0.0	12.8	0.0	4.8	48.1	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1012			375	262	
Approach Delay, s/veh	12.8			4.8	48.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		34.7				8.2		14.6
Green Ext Time (p_c), s		5.9				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.180	
Satd. Flow (perm)	1771	1479	1900	1507	306	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		102		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	103	994	253	140	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.29	0.70	0.19	0.43	0.45
Control Delay	118.1	10.6	13.1	1.1	6.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	10.6	13.1	1.1	6.1	4.1
Queue Length 50th (ft)	142	0	430	14	18	123
Queue Length 95th (ft)	#283	51	604	27	29	167
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	447	1414	1328	414	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.23	0.70	0.19	0.34	0.45

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	98	944	240	133	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	103	994	253	140	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	200	1457	1388	330	1565
Arrive On Green	0.09	0.09	0.77	0.77	0.03	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	103	994	253	140	652
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	8.5	35.8	3.7	2.3	12.3
Cycle Q Clear(g_c), s	12.1	8.5	35.8	3.7	2.3	12.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	200	1457	1388	330	1565
V/C Ratio(X)	0.93	0.52	0.68	0.18	0.42	0.42
Avail Cap(c_a), veh/h	165	200	1457	1388	483	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.2	8.0	1.6	10.2	2.9
Incr Delay (d2), s/veh	51.0	2.3	2.6	0.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.9	19.6	2.8	2.2	6.5
LnGrp Delay(d),s/veh	114.1	59.4	10.6	1.9	11.0	3.7
LnGrp LOS	F	E	B	A	B	A
Approach Vol, veh/h	257		1247			792
Approach Delay, s/veh	92.2		8.8			5.0
Approach LOS	F		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	112.3				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	4.3	37.8				14.3		14.1
Green Ext Time (p_c), s	0.4	17.0				18.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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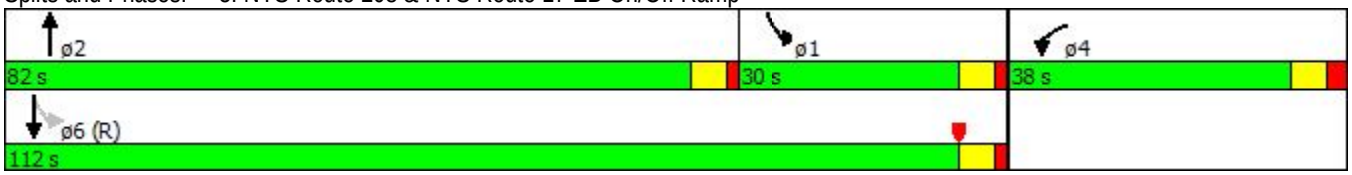
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m525
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	423	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1732	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	790	0	292	814
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	56.5	0.0	8.2	0.0
Cycle Q Clear(g_c), s	15.3	0.0	56.5	0.0	8.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	423	1310
V/C Ratio(X)	0.88	0.00	0.85	0.00	0.69	0.62
Avail Cap(c_a), veh/h	366	0	927	803	423	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.44	0.44
Uniform Delay (d), s/veh	65.1	0.0	31.8	0.0	40.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	9.8	0.0	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	30.8	0.0	9.6	0.4
LnGrp Delay(d),s/veh	69.7	0.0	41.6	0.0	42.4	1.0
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	69.7		41.6			11.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.2		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	10.2	58.5		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.4		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.985			0.955		0.170			0.251		
Satd. Flow (perm)	0	1740	0	0	1815	1615	312	1782	1607	458	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				153			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	459	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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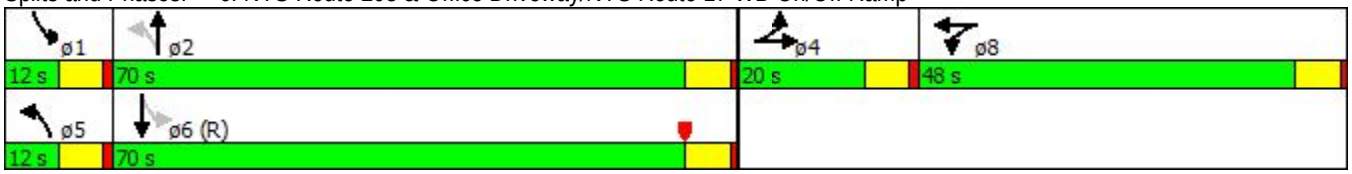
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.28	0.24	0.68	0.22	0.41	0.84	
Control Delay		105.2			79.7	0.4	32.2	49.2	0.2	20.5	38.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.4	32.2	49.2	0.2	20.5	38.0	
Queue Length 50th (ft)		143			392	0	35	423	0	51	596	
Queue Length 95th (ft)		#292			#543	0	m44	m552	m0	m80	#863	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	214	797	1607	297	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.28	0.24	0.68	0.22	0.41	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	301	815	686	287	767	31
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	173	0	0	416	0	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	301	815	686	287	0	798
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.17	0.66	0.00	0.43	0.00	0.84
Avail Cap(c_a), veh/h	160	0	0	508	0	452	325	815	686	287	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	25.0	34.4	0.0	27.2	0.0	6.5
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	1.9	0.0	1.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	18.3	0.0	3.0	0.0	13.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	25.1	36.3	0.0	28.2	0.0	16.6
LnGrp LOS	F			E			C	D		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		161.7			77.9			35.4			18.4	
Approach LOS		F			E			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	35.9		16.0	4.5	26.9		35.7
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	948	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1721	0	1668	1492
Flt Permitted	0.353				0.950	
Satd. Flow (perm)	623	1747	1721	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	977	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	977	708	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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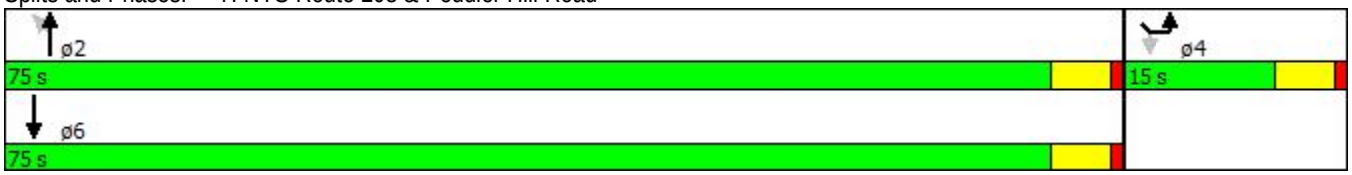
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.19	0.68	0.50		0.14	0.17
Control Delay	3.7	7.4	4.6		26.7	11.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.7	7.4	4.6		26.7	11.6
Queue Length 50th (ft)	8	148	79		9	0
Queue Length 95th (ft)	24	330	164		44	30
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	611	1715	1689		509	489
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.16	0.57	0.42		0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 44.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	948	655	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	977	675	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	547	1250	1171	57	91	82
Arrive On Green	0.67	0.67	0.67	0.67	0.05	0.05
Sat Flow, veh/h	749	1872	1754	86	1791	1599
Grp Volume(v), veh/h	100	977	0	708	37	49
Grp Sat Flow(s),veh/h/ln	749	1872	0	1840	1791	1599
Q Serve(g_s), s	3.0	12.9	0.0	7.4	0.7	1.1
Cycle Q Clear(g_c), s	10.3	12.9	0.0	7.4	0.7	1.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	547	1250	0	1228	91	82
V/C Ratio(X)	0.18	0.78	0.00	0.58	0.40	0.60
Avail Cap(c_a), veh/h	1521	3686	0	3624	504	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.0	4.1	0.0	3.2	16.3	16.5
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.2	1.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.4	0.0	3.6	0.4	0.5
LnGrp Delay(d),s/veh	6.0	4.5	0.0	3.4	17.4	19.1
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		1077	708		86	
Approach Delay, s/veh		4.7	3.4		18.4	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		28.7		6.8		28.7		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		14.9		3.1		9.4		
Green Ext Time (p_c), s		8.8		0.1		8.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	976	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1698	0	0	1808	1815	0
Flt Permitted	0.959			0.990		
Satd. Flow (perm)	1698	0	0	1791	1815	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1027	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1038	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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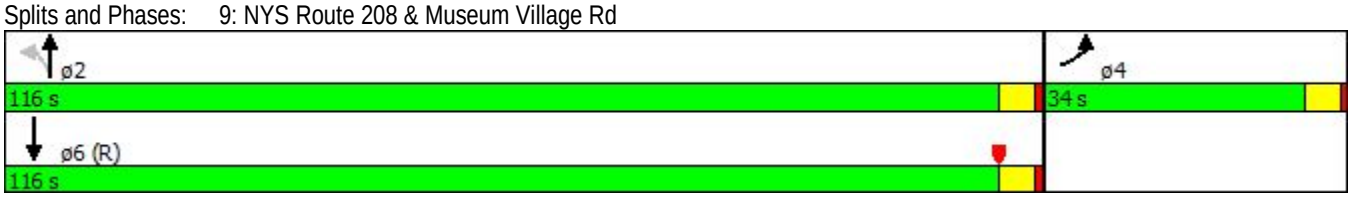
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.78	0.61	
Control Delay	73.3			10.5	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			10.5	11.5	
Queue Length 50th (ft)	239			163	338	
Queue Length 95th (ft)	#369			m197	445	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1325	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.78	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	976	706	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1027	743	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1368	1257	127
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	8	1849	1698	171
Grp Volume(v), veh/h	260	0	1038	0	0	818
Grp Sat Flow(s),veh/h/ln	1748	0	1857	0	0	1870
Q Serve(g_s), s	21.1	0.0	0.0	0.0	0.0	30.3
Cycle Q Clear(g_c), s	21.1	0.0	48.5	0.0	0.0	30.3
Prop In Lane	0.86	0.13	0.01			0.09
Lane Grp Cap(c), veh/h	338	0	1398	0	0	1384
V/C Ratio(X)	0.77	0.00	0.74	0.00	0.00	0.59
Avail Cap(c_a), veh/h	338	0	1398	0	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	11.4	0.0	0.0	9.0
Incr Delay (d2), s/veh	15.5	0.0	1.9	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	25.5	0.0	0.0	16.2
LnGrp Delay(d),s/veh	72.8	0.0	13.3	0.0	0.0	10.9
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1038	818	
Approach Delay, s/veh	72.8			13.3	10.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		50.5		23.1		32.3		
Green Ext Time (p_c), s		8.3		0.4		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	816	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.987			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1798	0	0	1795	0
Flt Permitted		0.969			0.957			0.947			0.950	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1706	0	0	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	833	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	970	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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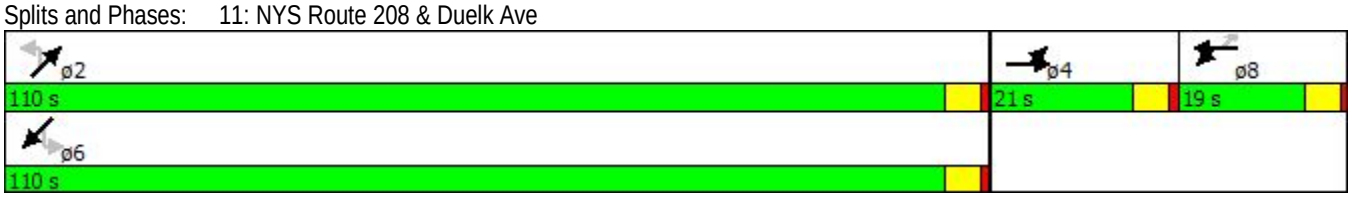
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.71			0.48	
Control Delay		70.3			72.9	2.5		13.8			8.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		13.8			8.3	
Queue Length 50th (ft)		53			66	0		436			208	
Queue Length 95th (ft)		107			122	4		769			354	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1359			1360	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.71			0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 134.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	816	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	833	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	72	1223	134	55	1328	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	56	1554	171	34	1688	65
Grp Volume(v), veh/h	67	0	0	74	0	23	970	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1782	0	0	1787	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	31.2	0.0	0.0	15.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.05		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1430	0	0	1435	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.68	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1430	0	0	1435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	6.3	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	2.6	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	16.7	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	8.9	0.0	0.0	5.7	0.0	0.0
LnGrp LOS	E			E		E	A			A		
Approach Vol, veh/h		67			97			970			656	
Approach Delay, s/veh		68.4			69.9			8.9			5.7	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1749	0	1652	1670	1583	1599	1508	0	1695	1684	0
Flt Permitted	0.247			0.214			0.635			0.233		
Satd. Flow (perm)	402	1749	0	369	1670	1507	1050	1508	0	412	1684	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.91	0.76	0.24	0.09	0.89		0.77	0.28	
Control Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Length 50th (ft)	20	276		113	258	10	14	283		87	82	
Queue Length 95th (ft)	42	401		#222	364	38	37	#502		#215	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	307	660		333	663	659	499	598		273	699	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.77	0.59	0.24	0.08	0.75		0.77	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1836	1900	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	347	430	33	289	445	518	423	149	346	246	400	214
Arrive On Green	0.14	0.28	0.28	0.12	0.26	0.26	0.02	0.31	0.31	0.07	0.36	0.36
Sat Flow, veh/h	1670	1514	116	1774	1727	1553	1659	478	1108	1757	1102	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1670	0	1629	1774	1727	1553	1659	0	1587	1757	0	1693
Q Serve(g_s), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	347	0	463	289	445	518	423	0	496	246	0	615
V/C Ratio(X)	0.15	0.00	0.91	0.88	0.88	0.31	0.09	0.00	0.90	0.86	0.00	0.32
Avail Cap(c_a), veh/h	347	0	624	328	698	746	542	0	641	246	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	32.5	39.2	33.5	9.0	21.3	0.0	31.0	25.2	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	12.7	20.0	5.1	0.1	0.0	0.0	11.9	23.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.2	8.1	10.3	1.7	0.7	0.0	12.7	3.7	0.0	3.6
LnGrp Delay(d),s/veh	33.4	0.0	45.2	59.2	38.6	9.1	21.3	0.0	42.9	48.6	0.0	21.7
LnGrp LOS	C		D	E	D	A	C		D	D		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		43.9			39.3			41.1			35.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	31.7	7.2	39.1	18.4	29.2	12.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	25.6	3.5	9.8	2.0	22.4	9.0	27.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.4	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.970		0.950			0.203			0.275		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	373	1782	1607	502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			459			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	459	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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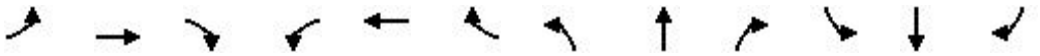

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		10.6	10.6	38.0	36.0	150.0	78.0	71.6	150.0	81.7	75.3	
Actuated g/C Ratio		0.07	0.07	0.25	0.24	1.00	0.52	0.48	1.00	0.54	0.50	
v/c Ratio		0.64	0.42	0.87	0.05	0.28	0.20	0.63	0.22	0.36	0.78	
Control Delay		88.9	12.4	72.5	41.5	0.4	29.6	46.0	0.2	18.0	32.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.4	29.6	46.0	0.2	18.0	32.5	
LOS		F	B	E	D	A	C	D	A	B	C	
Approach Delay		49.1			34.0			28.0			30.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)		80	0	368	16	0	35	412	0	50	332	
Queue Length 95th (ft)		138	37	485	38	0	m44	m544	m0	m79	#840	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	253	851	1607	337	851	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.28	0.20	0.63	0.22	0.36	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 79.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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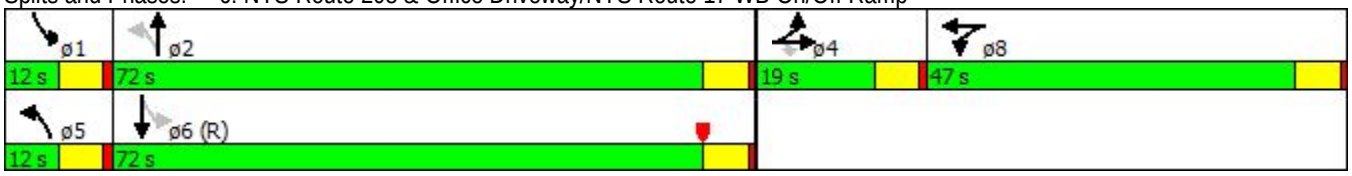
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	340	840	707	303	791	32
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	83	0	90	395	21	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	340	840	707	303	0	823
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.15	0.64	0.00	0.40	0.00	0.81
Avail Cap(c_a), veh/h	160	0	140	519	525	441	364	840	707	303	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	23.1	32.8	0.0	25.4	0.0	4.6
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	1.7	0.0	0.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	17.8	0.0	2.9	0.0	10.5
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	23.2	34.5	0.0	26.2	0.0	13.1
LnGrp LOS	E		F	E	D		C	C		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		79.8			69.8			33.5			15.2	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	35.1		10.2	4.4	21.2		33.8
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	946	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.961		
Satd. Flow (perm)	1717	0	0	1792	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	996	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1036	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.3			36.8	36.8	
Actuated g/C Ratio	0.12			0.68	0.68	
v/c Ratio	0.11			0.85	0.58	
Control Delay	18.2			13.5	6.0	
Queue Delay	0.0			0.6	0.0	
Total Delay	18.2			14.1	6.0	
LOS	B			B	A	
Approach Delay	18.2			14.1	6.0	
Approach LOS	B			B	A	
Queue Length 50th (ft)	1			164	78	
Queue Length 95th (ft)	24			337	146	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	558			1766	1782	
Starvation Cap Reductn	0			359	59	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.74	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 53.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 92.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	946	670	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	996	705	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	24	88	97	1353	1363	14
Arrive On Green	0.08	0.08	0.74	0.74	0.74	0.74
Sat Flow, veh/h	325	1170	36	1838	1851	18
Grp Volume(v), veh/h	24	0	1036	0	0	712
Grp Sat Flow(s),veh/h/ln	1560	0	1874	0	0	1869
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	0.8	0.0	16.2	0.0	0.0	8.6
Prop In Lane	0.21	0.75	0.04			0.01
Lane Grp Cap(c), veh/h	117	0	1450	0	0	1376
V/C Ratio(X)	0.20	0.00	0.71	0.00	0.00	0.52
Avail Cap(c_a), veh/h	470	0	2647	0	0	2605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	4.0	0.0	0.0	3.0
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	8.6	0.0	0.0	4.3
LnGrp Delay(d),s/veh	23.9	0.0	4.7	0.0	0.0	3.3
LnGrp LOS	C		A			A
Approach Vol, veh/h	24			1036	712	
Approach Delay, s/veh	23.9			4.7	3.3	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				44.1		9.0		44.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.2		2.8		10.6
Green Ext Time (p_c), s				20.9		0.0		21.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1183	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1232	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1238	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.1			52.0	52.0	
Actuated g/C Ratio	0.09			0.76	0.76	
v/c Ratio	0.05			0.88	0.56	
Control Delay	27.1			14.4	4.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	27.1			14.4	4.8	
LOS	C			B	A	
Approach Delay	27.1			14.4	4.8	
Approach LOS	C			B	A	
Queue Length 50th (ft)	1			249	94	
Queue Length 95th (ft)	14			479	153	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	419			1752	1792	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.71	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 68.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1183	772	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1232	804	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	25	62	55	1475	1505	4
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	421	1052	2	1857	1895	5
Grp Volume(v), veh/h	8	0	1238	0	0	806
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.3	0.0	27.8	0.0	0.0	10.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	99	0	1530	0	0	1508
V/C Ratio(X)	0.08	0.00	0.81	0.00	0.00	0.53
Avail Cap(c_a), veh/h	396	0	2071	0	0	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	4.3	0.0	0.0	2.5
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	14.2	0.0	0.0	5.3
LnGrp Delay(d),s/veh	30.6	0.0	6.1	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	8			1238	806	
Approach Delay, s/veh	30.6			6.1	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		59.1		9.0		59.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		29.8		2.3		12.3		
Green Ext Time (p_c), s		24.3		0.0		28.3		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	850	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.969		
Satd. Flow (perm)	1707	0	0	1763	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	859	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	891	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.5			28.7	28.7	
Actuated g/C Ratio	0.14			0.63	0.63	
v/c Ratio	0.15			0.81	0.57	
Control Delay	15.3			12.8	6.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	15.3			12.8	6.9	
LOS	B			B	A	
Approach Delay	15.3			12.8	6.9	
Approach LOS	B			B	A	
Queue Length 50th (ft)	3			125	68	
Queue Length 95th (ft)	30			270	140	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	646			1763	1775	
Starvation Cap Reductn	0			49	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.52	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 45.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	850	620	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	859	626	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	58	92	104	1239	1228	25
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	637	1019	29	1814	1798	37
Grp Volume(v), veh/h	40	0	891	0	0	639
Grp Sat Flow(s),veh/h/ln	1698	0	1843	0	0	1835
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.0	0.0	12.6	0.0	0.0	7.5
Prop In Lane	0.37	0.60	0.04			0.02
Lane Grp Cap(c), veh/h	154	0	1343	0	0	1253
V/C Ratio(X)	0.26	0.00	0.66	0.00	0.00	0.51
Avail Cap(c_a), veh/h	615	0	3124	0	0	3076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	4.2	0.0	0.0	3.4
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.4	0.0	0.0	3.7
LnGrp Delay(d),s/veh	19.6	0.0	4.8	0.0	0.0	3.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	40			891	639	
Approach Delay, s/veh	19.6			4.8	3.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				35.2		9.0		35.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.6		3.0		9.5
Green Ext Time (p_c), s				15.6		0.0		15.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	843	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		4			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	852	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	874	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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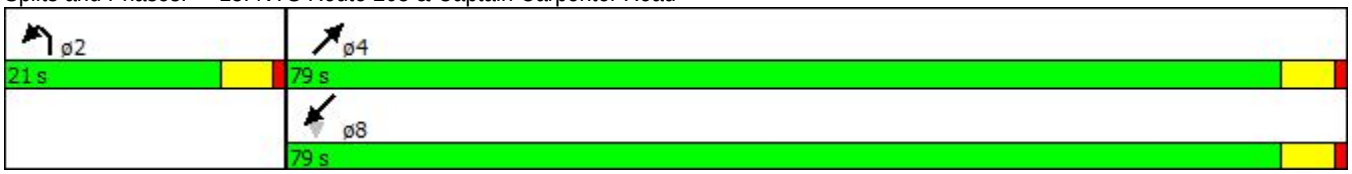
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.2		26.1			26.1
Actuated g/C Ratio	0.14		0.61			0.61
v/c Ratio	0.08		0.79			0.58
Control Delay	17.9		11.9			7.1
Queue Delay	0.0		0.0			0.2
Total Delay	17.9		11.9			7.2
LOS	B		B			A
Approach Delay	17.9		11.9			7.2
Approach LOS	B		B			A
Queue Length 50th (ft)	3		115			66
Queue Length 95th (ft)	20		237			131
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	653		1813			1786
Starvation Cap Reductn	0		0			398
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.48			0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 42.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	843	22	3	620
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	852	22	3	626
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	108	50	1231	32	85	1246
Arrive On Green	0.09	0.09	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1155	533	1826	47	1	1849
Grp Volume(v), veh/h	20	0	0	874	629	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1873	1851	0
Q Serve(g_s), s	0.4	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	12.2	7.2	0.0
Prop In Lane	0.65	0.30		0.03	0.00	
Lane Grp Cap(c), veh/h	166	0	0	1263	1332	0
V/C Ratio(X)	0.12	0.00	0.00	0.69	0.47	0.00
Avail Cap(c_a), veh/h	662	0	0	3228	3259	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	4.3	3.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.3	3.6	0.0
LnGrp Delay(d),s/veh	18.2	0.0	0.0	5.0	3.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	20		874			629
Approach Delay, s/veh	18.2		5.0			3.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		33.9				33.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		14.2				9.2
Green Ext Time (p_c), s		0.0		14.7				14.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	846	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	872	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	875	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.8			25.8	25.8	
Actuated g/C Ratio	0.14			0.61	0.61	
v/c Ratio	0.02			0.79	0.57	
Control Delay	17.5			11.9	6.8	
Queue Delay	0.0			0.2	0.0	
Total Delay	17.5			12.1	6.8	
LOS	B			B	A	
Approach Delay	17.5			12.1	6.8	
Approach LOS	B			B	A	
Queue Length 50th (ft)	0			113	66	
Queue Length 95th (ft)	8			220	120	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	676			1797	1819	
Starvation Cap Reductn	0			316	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.59	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	846	621	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	872	640	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	64	64	84	1258	1268	4
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	690	690	1	1860	1875	6
Grp Volume(v), veh/h	5	0	875	0	0	642
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1880
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.1	0.0	12.4	0.0	0.0	7.3
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	159	0	1343	0	0	1272
V/C Ratio(X)	0.03	0.00	0.65	0.00	0.00	0.50
Avail Cap(c_a), veh/h	637	0	3257	0	0	3214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	4.3	0.0	0.0	3.4
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.3	0.0	0.0	3.7
LnGrp Delay(d),s/veh	18.0	0.0	4.8	0.0	0.0	3.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			875	642	
Approach Delay, s/veh	18.0			4.8	3.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.3		9.0		34.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.4		2.1		9.3
Green Ext Time (p_c), s				14.9		0.0		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	832	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.956
Satd. Flow (perm)	1674	0	1813	0	0	1723
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	858	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	874	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.3		26.4			26.4
Actuated g/C Ratio	0.15		0.61			0.61
v/c Ratio	0.13		0.79			0.62
Control Delay	15.0		12.0			7.9
Queue Delay	0.0		0.0			0.1
Total Delay	15.0		12.0			7.9
LOS	B		B			A
Approach Delay	15.0		12.0			7.9
Approach LOS	B		B			A
Queue Length 50th (ft)	3		115			72
Queue Length 95th (ft)	25		243			148
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	660		1813			1723
Starvation Cap Reductn	0		0			164
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.48			0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 43.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	832	16	25	609
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1879	1900	1900	1864
Adj Flow Rate, veh/h	14	19	858	16	26	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	65	88	1251	23	105	1212
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	706	958	1839	34	28	1781
Grp Volume(v), veh/h	34	0	0	874	654	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1873	1809	0
Q Serve(g_s), s	0.8	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	12.2	7.6	0.0
Prop In Lane	0.41	0.56		0.02	0.04	
Lane Grp Cap(c), veh/h	157	0	0	1274	1316	0
V/C Ratio(X)	0.22	0.00	0.00	0.69	0.50	0.00
Avail Cap(c_a), veh/h	627	0	0	3167	3065	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	4.2	3.4	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	6.3	3.9	0.0
LnGrp Delay(d),s/veh	19.1	0.0	0.0	4.9	3.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	34		874			654
Approach Delay, s/veh	19.1		4.9			3.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		34.8				34.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.8		14.2				9.6
Green Ext Time (p_c), s		0.0		15.5				15.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	808	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.994			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Flt Permitted		0.814			0.798			0.995			0.977	
Satd. Flow (perm)	0	1470	0	0	1474	0	0	1861	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	833	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	876	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		6.9			6.9			26.6			26.6	
Actuated g/C Ratio		0.16			0.16			0.60			0.60	
v/c Ratio		0.08			0.20			0.78			0.59	
Control Delay		17.3			17.9			11.9			7.5	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		17.3			17.9			12.0			7.5	
LOS		B			B			B			A	
Approach Delay		17.3			17.9			12.0			7.5	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		2			7			119			72	
Queue Length 95th (ft)		20			38			258			151	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		568			574			1861			1815	
Starvation Cap Reductn		0			0			178			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.08			0.52			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 44.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	808	35	15	598	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	833	36	15	616	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	183	33	59	210	23	45	86	1211	52	94	1214	19
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	599	359	639	827	252	490	3	1784	77	13	1788	29
Grp Volume(v), veh/h	20	0	0	48	0	0	876	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1597	0	0	1569	0	0	1864	0	0	1830	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.2	0.0	0.0	12.4	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.04	0.02		0.02
Lane Grp Cap(c), veh/h	274	0	0	278	0	0	1349	0	0	1327	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.17	0.00	0.00	0.65	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	692	0	0	698	0	0	3229	0	0	3133	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	18.5	0.0	0.0	4.2	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	6.3	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	18.3	0.0	0.0	18.8	0.0	0.0	4.8	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		20			48			876			641	
Approach Delay, s/veh		18.3			18.8			4.8			3.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		34.6		9.0		34.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.2		14.4		2.4		9.4
Green Ext Time (p_c), s		0.2		15.3		0.2		15.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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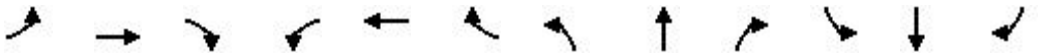

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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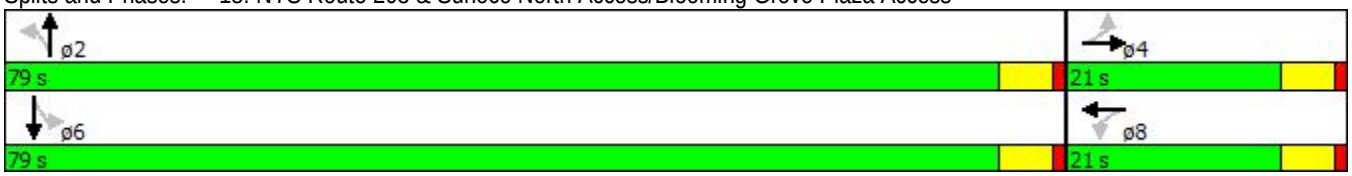
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		7.1			7.1			34.3			34.3	
Actuated g/C Ratio		0.14			0.14			0.66			0.66	
v/c Ratio		0.14			0.23			0.84			0.56	
Control Delay		26.5			17.7			14.1			6.5	
Queue Delay		0.0			0.0			0.1			0.3	
Total Delay		26.5			17.7			14.2			6.9	
LOS		C			B			B			A	
Approach Delay		26.5			17.7			14.2			6.9	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		6			6			160			70	
Queue Length 95th (ft)		35			44			356			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		469			573			1790			1698	
Starvation Cap Reductn		0			0			133			525	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.10			0.60			0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 52.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	924	24	20	556	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1841	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	943	24	20	567	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	254	14	10	149	12	80	89	1274	32	92	1163	80
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1348	167	121	534	146	963	17	1800	45	20	1642	113
Grp Volume(v), veh/h	27	0	0	58	0	0	990	0	0	627	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1643	0	0	1862	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	15.5	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	278	0	0	242	0	0	1395	0	0	1335	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.00	0.71	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	647	0	0	646	0	0	2923	0	0	2757	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	0.0	4.3	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	20.6	0.0	0.0	21.3	0.0	0.0	5.0	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			990			627	
Approach Delay, s/veh		20.6			21.3			5.0			3.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		9.0		38.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		17.5		2.6		9.4		3.6
Green Ext Time (p_c), s		16.4		0.3		16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	972	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.140	
Satd. Flow (perm)	1928	0	1844	1583	269	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			3		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1045	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1045	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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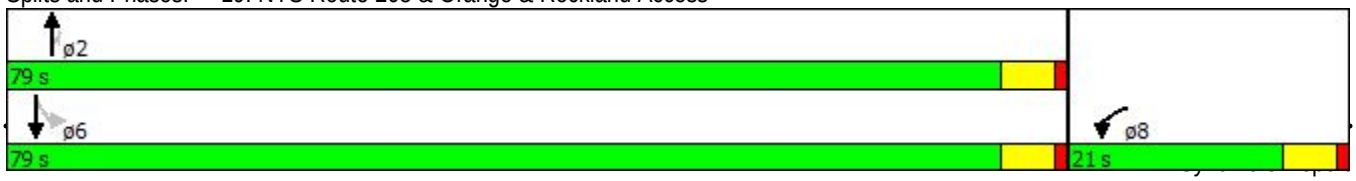
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	6.6		35.1	35.1	35.1	35.1
Actuated g/C Ratio	0.13		0.67	0.67	0.67	0.67
v/c Ratio	0.12		0.85	0.00	0.01	0.64
Control Delay	20.4		13.7	1.7	2.5	7.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.4		13.7	1.7	2.5	7.1
LOS	C		B	A	A	A
Approach Delay	20.4		13.7			7.1
Approach LOS	C		B			A
Queue Length 50th (ft)	4		167	0	0	95
Queue Length 95th (ft)	31		345	1	1	182
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	643		1828	1569	267	1847
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.57	0.00	0.01	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 52.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	972	3	2	737
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1045	3	2	792
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	64	60	1370	1176	357	1384
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	876	821	1844	1583	552	1863
Grp Volume(v), veh/h	32	0	1045	3	2	792
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	552	1863
Q Serve(g_s), s	0.9	0.0	18.3	0.0	0.1	10.4
Cycle Q Clear(g_c), s	0.9	0.0	18.3	0.0	18.4	10.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	129	0	1370	1176	357	1384
V/C Ratio(X)	0.25	0.00	0.76	0.00	0.01	0.57
Avail Cap(c_a), veh/h	514	0	2503	2149	696	2530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	4.2	1.8	9.6	3.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	9.3	0.0	0.0	5.2
LnGrp Delay(d),s/veh	24.8	0.0	5.1	1.8	9.6	3.5
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	32		1048			794
Approach Delay, s/veh	24.8		5.0			3.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		45.5				45.5		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		20.3				20.4		2.9
Green Ext Time (p_c), s		20.1				20.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.970			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3502	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3502	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			584
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1247	792
Demand Flow Rate, veh/h	275	1260	812
Vehicles Circulating, veh/h	1004	147	165
Vehicles Exiting, veh/h	403	830	1114
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.4	9.2	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	592	668	382	430
Cap Entry Lane, veh/h	535	585	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	586	661	372	420
Cap Entry, veh/h	499	548	1166	1180	1129	1147
V/C Ratio	0.273	0.221	0.503	0.560	0.330	0.366
Control Delay, s/veh	11.3	9.5	8.7	9.7	6.4	6.8
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	1	3	4	1	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	1900	1881	0	3505
Flt Permitted						
Satd. Flow (perm)	1611	0	1900	1881	0	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	139	859	641
Demand Flow Rate, veh/h	142	868	660
Vehicles Circulating, veh/h	868	0	0
Vehicles Exiting, veh/h	0	660	1010
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	10.1	4.7
Approach LOS	A	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	142	868	0	310	350
Cap Entry Lane, veh/h	569	1379	1379	1379	1379
Entry HV Adj Factor	0.979	0.990	0.980	0.972	0.970
Flow Entry, veh/h	139	859	0	301	340
Cap Entry, veh/h	557	1366	1352	1340	1338
V/C Ratio	0.250	0.629	0.000	0.225	0.254
Control Delay, s/veh	9.9	10.1	2.7	4.6	4.9
LOS	A	B	A	A	A
95th %tile Queue, veh	1	5	0	1	1

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.61			0.37	0.76	
Control Delay	10.0			7.2	48.5	
Queue Delay	0.5			0.0	0.0	
Total Delay	10.6			7.2	48.5	
Queue Length 50th (ft)	175			93	139	
Queue Length 95th (ft)	311			164	190	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1236			1290	409	
Starvation Cap Reductn	173			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.71			0.36	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	418	221	0	397	216	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	492	260	0	467	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	834	441	0	1366	293	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1154	610	0	1891	1761	14
Grp Volume(v), veh/h	0	752	0	467	257	0
Grp Sat Flow(s),veh/h/ln	0	1764	0	1891	1782	0
Q Serve(g_s), s	0.0	18.5	0.0	8.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	18.5	0.0	8.2	12.6	0.0
Prop In Lane		0.35	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1275	0	1366	296	0
V/C Ratio(X)	0.00	0.59	0.00	0.34	0.87	0.00
Avail Cap(c_a), veh/h	0	1275	0	1366	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	4.6	36.6	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.7	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	4.4	7.2	0.0
LnGrp Delay(d),s/veh	0.0	8.0	0.0	5.3	48.3	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	752			467	257	
Approach Delay, s/veh	8.0			5.3	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.5				10.2		14.6
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.301	
Satd. Flow (perm)	1895	1401	1900	1423	536	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	40	780	39	27	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.19	0.50	0.03	0.05	0.51
Control Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Length 50th (ft)	28	0	208	1	2	122
Queue Length 95th (ft)	63	34	317	5	7	204
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	282	313	1555	1376	606	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.50	0.03	0.04	0.51

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	37	725	36	25	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	40	780	39	27	810
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	76	89	1561	1313	568	1682
Arrive On Green	0.04	0.04	0.82	0.82	0.02	0.88
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	40	780	39	27	810
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	3.2	15.7	0.5	0.3	11.1
Cycle Q Clear(g_c), s	2.2	3.2	15.7	0.5	0.3	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	76	89	1561	1313	568	1682
V/C Ratio(X)	0.45	0.45	0.50	0.03	0.05	0.48
Avail Cap(c_a), veh/h	286	255	1561	1313	749	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	57.3	3.4	1.2	2.6	1.6
Incr Delay (d2), s/veh	4.1	3.5	1.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	8.5	0.3	0.1	6.1
LnGrp Delay(d),s/veh	63.2	60.8	4.6	1.3	2.6	2.6
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	74		819			837
Approach Delay, s/veh	61.9		4.4			2.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	108.6				116.0		10.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	17.7				13.1		5.2
Green Ext Time (p_c), s	0.0	13.0				13.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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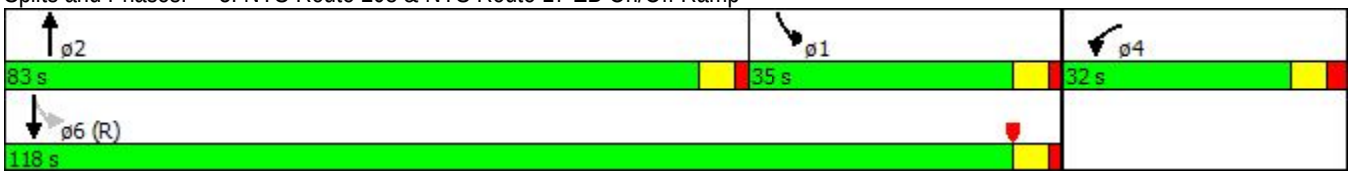
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	609	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1677	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	639	0	334	580
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	38.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	38.1	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	609	1411
V/C Ratio(X)	0.82	0.00	0.67	0.00	0.55	0.41
Avail Cap(c_a), veh/h	288	0	958	806	609	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.66	0.66
Uniform Delay (d), s/veh	68.8	0.0	26.7	0.0	25.3	0.0
Incr Delay (d2), s/veh	5.2	0.0	3.7	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	20.5	0.0	8.5	0.2
LnGrp Delay(d),s/veh	74.0	0.0	30.4	0.0	25.7	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	74.0		30.4			9.8
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	2.0	40.1		10.5		2.0		
Green Ext Time (p_c), s	0.9	1.9		0.2		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.982			0.957		0.258			0.430		
Satd. Flow (perm)	0	1630	0	0	1788	1631	498	1765	1607	769	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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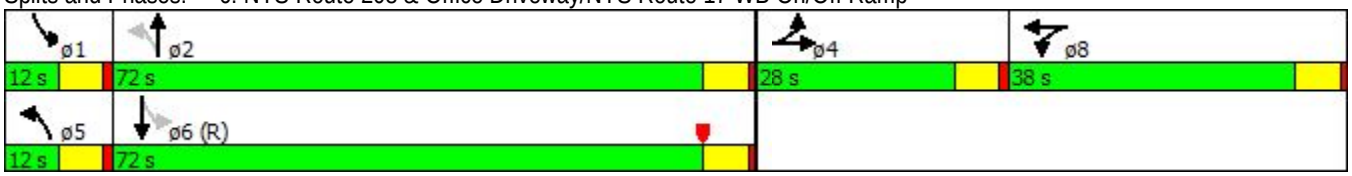
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.16	0.14	0.41	0.15	0.16	0.69	
Control Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Length 50th (ft)		88			215	0	19	165	0	29	288	
Queue Length 95th (ft)		152			296	0	m55	334	0	m59	#821	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	360	958	1607	522	956	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.16	0.14	0.41	0.15	0.16	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	356	832	707	390	777	43
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	115	0	0	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	236	0	0	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		73.1			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		12.6	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.327				0.950	
Satd. Flow (perm)	577	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	714	709	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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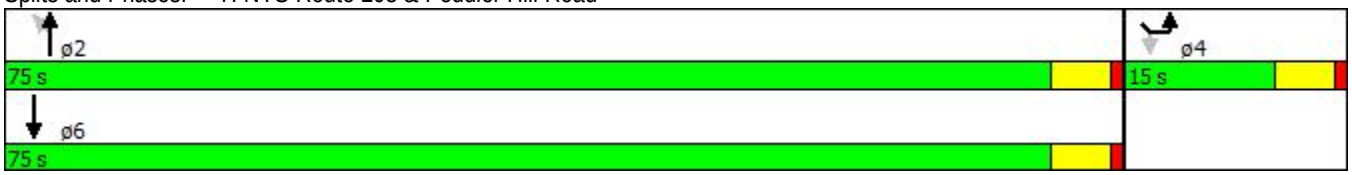
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.08	0.55	0.54		0.02	0.20
Control Delay	3.8	6.4	6.2		15.8	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	6.4	6.2		15.8	7.3
Queue Length 50th (ft)	2	74	72		1	0
Queue Length 95th (ft)	10	173	169		11	26
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	577	1730	1744		701	669
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.41	0.41		0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 29.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	707	691	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	714	698	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	502	1068	1059	17	100	89
Arrive On Green	0.58	0.58	0.58	0.58	0.06	0.06
Sat Flow, veh/h	748	1853	1838	29	1791	1599
Grp Volume(v), veh/h	33	714	0	709	8	73
Grp Sat Flow(s),veh/h/ln	748	1853	0	1867	1791	1599
Q Serve(g_s), s	0.9	7.2	0.0	7.1	0.1	1.2
Cycle Q Clear(g_c), s	7.9	7.2	0.0	7.1	0.1	1.2
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	502	1068	0	1075	100	89
V/C Ratio(X)	0.07	0.67	0.00	0.66	0.08	0.82
Avail Cap(c_a), veh/h	1998	4775	0	4810	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.0	0.0	3.9	12.2	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	0.0	3.6	0.1	0.7
LnGrp Delay(d),s/veh	6.7	4.2	0.0	4.2	12.3	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		747	709		81	
Approach Delay, s/veh		4.4	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.6		6.5		20.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		9.9		3.2		9.1		
Green Ext Time (p_c), s		5.7		0.1		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1829	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				10	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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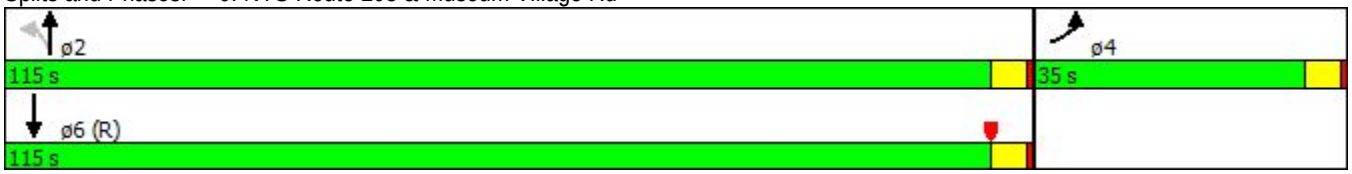
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.53	0.60	
Control Delay	52.1			4.9	11.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			4.9	11.6	
Queue Length 50th (ft)	83			76	334	
Queue Length 95th (ft)	143			110	442	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1343	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.53	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	673	711	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	687	726	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	30	1357	1248	134
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	8	1851	1702	183
Grp Volume(v), veh/h	104	0	695	0	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1885
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	29.8
Cycle Q Clear(g_c), s	7.8	0.0	23.6	0.0	0.0	29.8
Prop In Lane	0.87	0.12	0.01			0.10
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1382
V/C Ratio(X)	0.30	0.00	0.50	0.00	0.00	0.58
Avail Cap(c_a), veh/h	342	0	1387	0	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	8.5	0.0	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	12.2	0.0	0.0	16.1
LnGrp Delay(d),s/veh	53.4	0.0	8.6	0.0	0.0	11.1
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			695	804	
Approach Delay, s/veh	53.4			8.6	11.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		25.6		9.8		31.8		
Green Ext Time (p_c), s		5.4		0.3		5.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1780	0	1668	1818	1599	1727	1565	0	1728	1826	0
Flt Permitted	0.336			0.245			0.656			0.224		
Satd. Flow (perm)	567	1780	0	426	1818	1522	1166	1565	0	407	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				179					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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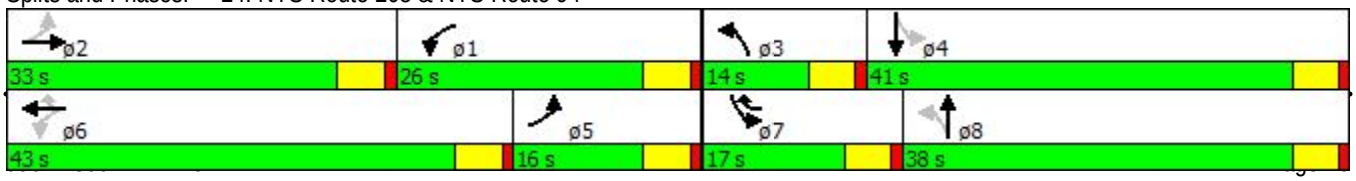
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.85	0.49	0.22	0.10	0.89		0.60	0.21	
Control Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Length 50th (ft)	13	243		139	142	0	16	264		87	69	
Queue Length 95th (ft)	26	#401		206	292	25	40	#452		148	129	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	368	528		487	766	826	501	544		354	761	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.70		0.62	0.41	0.22	0.09	0.74		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	442	361	47	344	385	483	465	138	315	308	487	158
Arrive On Green	0.19	0.25	0.25	0.15	0.20	0.20	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	1737	1467	190	1792	1881	1560	1791	500	1143	1792	1383	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1737	0	1657	1792	1881	1560	1791	0	1643	1792	0	1832
Q Serve(g_s), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Cycle Q Clear(g_c), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	442	0	408	344	385	483	465	0	453	308	0	646
V/C Ratio(X)	0.06	0.00	0.90	0.88	0.81	0.37	0.09	0.00	0.89	0.67	0.00	0.25
Avail Cap(c_a), veh/h	442	0	533	515	821	845	603	0	623	371	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	31.8	34.8	33.1	8.4	21.8	0.0	30.2	21.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	13.1	8.2	1.6	0.2	0.0	0.0	9.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.0	7.9	7.3	1.9	0.7	0.0	10.4	3.4	0.0	2.7
LnGrp Delay(d),s/veh	26.9	0.0	44.9	43.0	34.7	8.6	21.8	0.0	39.2	23.2	0.0	20.1
LnGrp LOS	C		D	D	C	A	C		D	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		43.7			32.0			37.6			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	26.4	7.3	35.7	21.3	22.8	14.0	29.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	20.7	3.5	7.4	2.0	15.8	8.8	22.4
Green Ext Time (p_c), s	0.4	0.8	0.0	2.1	0.4	1.7	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.967			0.957		0.274			0.438		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	528	1765	1607	784	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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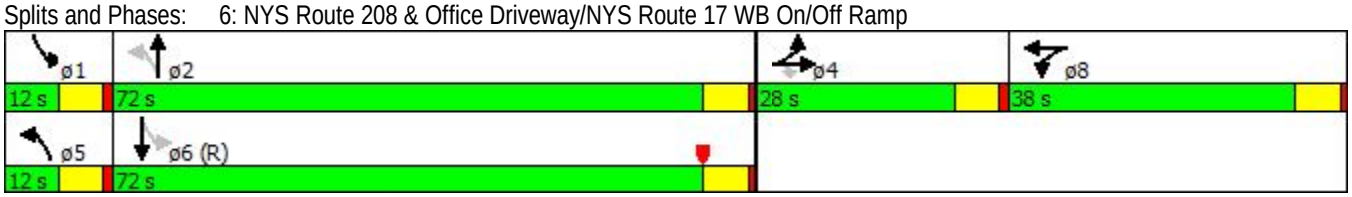
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.16	0.14	0.40	0.15	0.15	0.67	
Control Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Length 50th (ft)		60	0		215	0	18	165	0	27	288	
Queue Length 95th (ft)		109	0		296	0	m55	324	0	m58	374	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	385	993	1607	549	992	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.16	0.14	0.40	0.15	0.15	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	356	832	707	390	777	43
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	62	0	53	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	252	0	219	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		74.6			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		7.3	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.977		
Satd. Flow (perm)	1913	0	0	1804	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.73	0.70	
Control Delay	10.8			11.0	10.1	
Queue Delay	0.0			0.1	0.1	
Total Delay	10.8			11.1	10.1	
Queue Length 50th (ft)	1			80	75	
Queue Length 95th (ft)	17			167	156	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	889			1804	1824	
Starvation Cap Reductn	0			207	162	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.45	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	696	683	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	703	690	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	133	109	1173	1167	17
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	416	1249	17	1868	1859	27
Grp Volume(v), veh/h	25	0	722	0	0	700
Grp Sat Flow(s),veh/h/ln	1735	0	1885	0	0	1886
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	0.5	0.0	8.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	184	0	1282	0	0	1184
V/C Ratio(X)	0.14	0.00	0.56	0.00	0.00	0.59
Avail Cap(c_a), veh/h	738	0	3742	0	0	3710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	4.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.6	0.0	4.6	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	25			722	700	
Approach Delay, s/veh	15.6			4.6	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.6		9.0		28.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.5		10.3
Green Ext Time (p_c), s				13.1		0.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1832	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.78	0.77	
Control Delay	14.5			11.7	11.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.5			11.7	11.3	
Queue Length 50th (ft)	1			103	106	
Queue Length 95th (ft)	13			208	211	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	715			1832	1898	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.46	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	755	781	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	830	858	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	59	82	84	1258	1296	6
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	653	914	4	1834	1890	9
Grp Volume(v), veh/h	13	0	837	0	0	862
Grp Sat Flow(s),veh/h/ln	1697	0	1838	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.3	0.0	11.6	0.0	0.0	11.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	152	0	1342	0	0	1302
V/C Ratio(X)	0.09	0.00	0.62	0.00	0.00	0.66
Avail Cap(c_a), veh/h	609	0	3109	0	0	3151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	4.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.9	0.0	4.5	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	13			837	862	
Approach Delay, s/veh	18.9			4.5	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		9.0		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		13.6		2.3		13.6		
Green Ext Time (p_c), s		16.9		0.0		16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.950		
Satd. Flow (perm)	1726	0	0	1728	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	None	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.14			0.72	0.66	
Control Delay	9.8			11.2	9.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			11.2	9.4	
Queue Length 50th (ft)	2			75	67	
Queue Length 95th (ft)	23			165	145	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	864			1728	1797	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.39	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	624	616	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	637	629	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	48	143	133	1073	1099	19
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	419	1257	43	1781	1825	32
Grp Volume(v), veh/h	45	0	673	0	0	640
Grp Sat Flow(s),veh/h/ln	1714	0	1824	0	0	1857
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.8	0.0	7.8	0.0	0.0	7.4
Prop In Lane	0.24	0.73	0.05			0.02
Lane Grp Cap(c), veh/h	195	0	1206	0	0	1118
V/C Ratio(X)	0.23	0.00	0.56	0.00	0.00	0.57
Avail Cap(c_a), veh/h	828	0	3788	0	0	3852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	4.3	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	14.8	0.0	4.7	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	45			673	640	
Approach Delay, s/veh	14.8			4.7	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.2		9.0		26.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		2.8		9.4
Green Ext Time (p_c), s				11.4		0.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1813	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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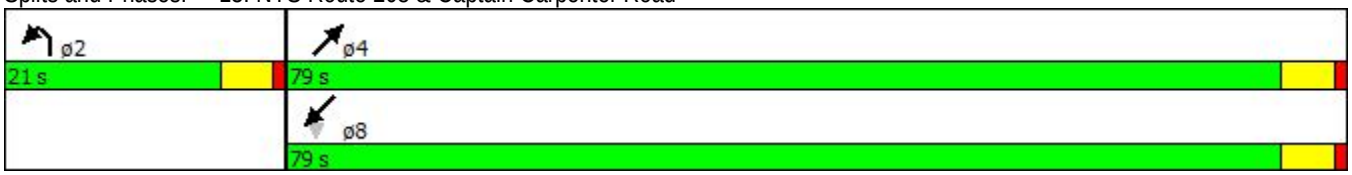
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.04		0.69			0.68
Control Delay	13.6		10.4			10.1
Queue Delay	0.0		0.0			0.1
Total Delay	13.6		10.4			10.2
Queue Length 50th (ft)	2		67			65
Queue Length 95th (ft)	12		141			135
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	839		1813			1808
Starvation Cap Reductn	0		0			287
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	622	13	1	615
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1872
Adj Flow Rate, veh/h	12	1	635	13	1	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	185	15	1079	22	107	1099
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1566	131	1837	38	0	1871
Grp Volume(v), veh/h	14	0	0	648	629	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1875	1871	0
Q Serve(g_s), s	0.2	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.4	7.1	0.0
Prop In Lane	0.86	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	215	0	0	1101	1205	0
V/C Ratio(X)	0.06	0.00	0.00	0.59	0.52	0.00
Avail Cap(c_a), veh/h	862	0	0	4091	4183	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	4.4	4.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.8	3.6	0.0
LnGrp Delay(d),s/veh	13.4	0.0	0.0	4.9	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	14		648			629
Approach Delay, s/veh	13.4		4.9			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		24.9				24.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.2		9.4				9.1
Green Ext Time (p_c), s		0.0		10.5				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1711	0	0	1793	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.71	0.68	
Control Delay	12.2			10.6	9.9	
Queue Delay	0.0			0.1	0.0	
Total Delay	12.2			10.7	9.9	
Queue Length 50th (ft)	0			70	68	
Queue Length 95th (ft)	6			142	135	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	839			1793	1835	
Starvation Cap Reductn	0			270	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.44	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	619	614	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	659	653	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	79	79	105	1112	1132	5
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	690	2	1857	1890	9
Grp Volume(v), veh/h	5	0	663	0	0	656
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	0.0	7.7	0.0	0.0	7.4
Prop In Lane	0.40	0.40	0.01			0.00
Lane Grp Cap(c), veh/h	198	0	1218	0	0	1137
V/C Ratio(X)	0.03	0.00	0.54	0.00	0.00	0.58
Avail Cap(c_a), veh/h	790	0	4025	0	0	4024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	4.4	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	13.8	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			663	656	
Approach Delay, s/veh	13.8			4.7	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.9		9.0		25.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.7		2.1		9.4
Green Ext Time (p_c), s				11.2		0.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.69			0.71
Control Delay	10.6		10.3			10.9
Queue Delay	0.0		0.0			0.0
Total Delay	10.6		10.3			11.0
Queue Length 50th (ft)	2		70			72
Queue Length 95th (ft)	20		150			157
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	806		1815			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.36			0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	610	11	18	606
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1882	1900	1900	1882
Adj Flow Rate, veh/h	13	21	649	12	19	645
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	72	117	1106	20	117	1104
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	634	1024	1841	34	18	1838
Grp Volume(v), veh/h	35	0	0	661	664	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1876	1856	0
Q Serve(g_s), s	0.7	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	7.6	7.6	0.0
Prop In Lane	0.37	0.60		0.02	0.03	
Lane Grp Cap(c), veh/h	195	0	0	1127	1221	0
V/C Ratio(X)	0.18	0.00	0.00	0.59	0.54	0.00
Avail Cap(c_a), veh/h	778	0	0	3957	3949	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	4.3	4.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	4.0	0.0
LnGrp Delay(d),s/veh	14.5	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	35		661			664
Approach Delay, s/veh	14.5		4.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		26.1				26.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.7		9.6				9.6
Green Ext Time (p_c), s		0.0		11.4				11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.773			0.828			0.989			0.995	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1854	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	24.0	24.0		24.0	24.0		76.0	76.0		76.0	76.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		76.0%	76.0%		76.0%	76.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		71.0	71.0		71.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.07			0.10			0.69			0.68	
Control Delay		13.1			12.2			10.4			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			12.2			10.4			10.1	
Queue Length 50th (ft)		2			3			69			67	
Queue Length 95th (ft)		14			18			148			143	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		782			850			1854			1852	
Starvation Cap Reductn		0			0			41			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.03			0.36			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	603	18	5	607	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	628	19	5	632	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	271	37	40	223	50	67	110	1071	32	107	1095	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	803	318	345	557	430	581	8	1800	54	3	1842	12
Grp Volume(v), veh/h	17	0	0	27	0	0	657	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1568	0	0	1862	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.02		0.03	0.01		0.01
Lane Grp Cap(c), veh/h	348	0	0	340	0	0	1213	0	0	1209	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.08	0.00	0.00	0.54	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	958	0	0	992	0	0	3894	0	0	3900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.7	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		17			27			657			641	
Approach Delay, s/veh		13.7			13.8			4.8			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		25.5		9.0		25.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		19.0		71.0		19.0		71.0
Max Q Clear Time (g_c+I1), s		2.5		9.6		2.3		9.4
Green Ext Time (p_c), s		0.1		11.0		0.1		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.722			0.836			0.976			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1779	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			4			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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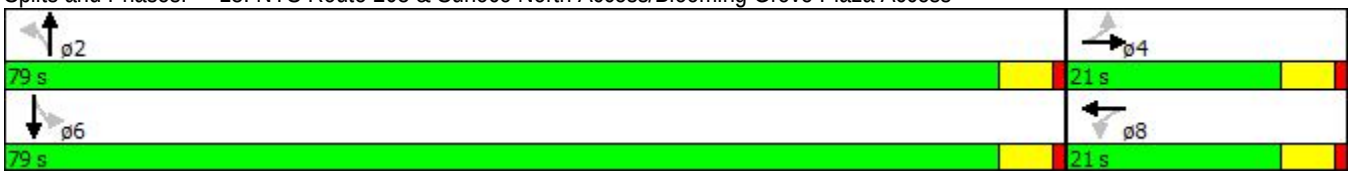
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.12			0.71			0.70	
Control Delay		15.0			11.7			11.0			10.5	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		15.0			11.7			11.0			10.6	
Queue Length 50th (ft)		4			3			74			69	
Queue Length 95th (ft)		22			23			159			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		683			787			1779			1754	
Starvation Cap Reductn		0			0			9			331	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.38			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 34.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	599	16	14	540	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	631	17	15	568	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	350	19	14	222	36	93	119	1056	28	116	964	103
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1278	164	115	568	308	788	18	1793	47	13	1636	175
Grp Volume(v), veh/h	27	0	0	38	0	0	667	0	0	645	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1663	0	0	1859	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.03	0.02		0.10
Lane Grp Cap(c), veh/h	382	0	0	351	0	0	1204	0	0	1183	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	908	0	0	917	0	0	4075	0	0	4010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	13.6	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	13.5	0.0	0.0	13.7	0.0	0.0	4.9	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			667			645	
Approach Delay, s/veh		13.5			13.7			4.9			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		9.0		25.1		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		2.4		9.5		2.6
Green Ext Time (p_c), s		10.4		0.2		10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.295	
Satd. Flow (perm)	1998	0	1844	1583	566	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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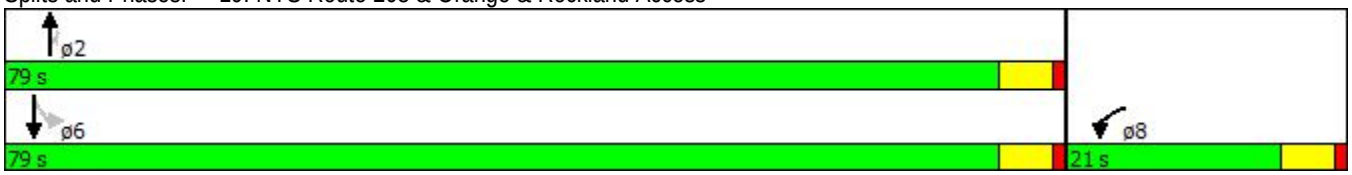
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.70	0.00	0.01	0.72
Control Delay	13.0		10.1	2.5	3.0	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.0		10.1	2.5	3.0	10.5
Queue Length 50th (ft)	0		74	0	0	80
Queue Length 95th (ft)	6		146	1	2	156
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	952		1844	1583	566	1900
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.38	0.00	0.00	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	680	2	2	721
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	694	2	2	736
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	81	81	1139	978	494	1174
Arrive On Green	0.11	0.11	0.62	0.62	0.62	0.62
Sat Flow, veh/h	739	739	1844	1583	768	1900
Grp Volume(v), veh/h	5	0	694	2	2	736
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	768	1900
Q Serve(g_s), s	0.1	0.0	8.5	0.0	0.1	8.9
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	8.5	8.9
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	202	0	1139	978	494	1174
V/C Ratio(X)	0.02	0.00	0.61	0.00	0.00	0.63
Avail Cap(c_a), veh/h	808	0	3726	3198	1572	3840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	4.3	2.7	6.9	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	4.7
LnGrp Delay(d),s/veh	14.6	0.0	4.8	2.7	6.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		696			738
Approach Delay, s/veh	14.6		4.8			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.6				27.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.5				10.9		2.1
Green Ext Time (p_c), s		11.8				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			585
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	624	0	0	656
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1900	1881	0	3574
Flt Permitted						
Satd. Flow (perm)	1863	0	1900	1881	0	3574
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	0	0	734	0	0	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	734	0	0	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	0	734	772
Demand Flow Rate, veh/h	0	741	780
Vehicles Circulating, veh/h	741	0	0
Vehicles Exiting, veh/h	0	780	741
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	8.3	5.1
Approach LOS	-	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	0	741	0	367	413
Cap Entry Lane, veh/h	647	1379	1379	1379	1379
Entry HV Adj Factor	1.000	0.990	0.980	0.989	0.991
Flow Entry, veh/h	0	734	0	363	409
Cap Entry, veh/h	647	1366	1352	1364	1367
V/C Ratio	0.000	0.537	0.000	0.266	0.299
Control Delay, s/veh	5.6	8.3	2.7	4.9	5.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	3	0	1	1

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	416	215	3	502	241	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1755	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	62					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	452	234	3	546	262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	686	0	0	549	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.55			0.43	0.77	
Control Delay	9.0			8.0	48.4	
Queue Delay	0.4			0.0	0.0	
Total Delay	9.4			8.0	48.4	
Queue Length 50th (ft)	150			118	143	
Queue Length 95th (ft)	298			225	209	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1295	411	
Starvation Cap Reductn	194			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.65			0.42	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	416	215	3	502	241	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	452	234	3	546	262	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	850	440	42	1368	301	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1183	612	2	1905	1762	13
Grp Volume(v), veh/h	0	686	549	0	265	0
Grp Sat Flow(s),veh/h/ln	0	1795	1907	0	1782	0
Q Serve(g_s), s	0.0	15.7	0.0	0.0	13.0	0.0
Cycle Q Clear(g_c), s	0.0	15.7	10.2	0.0	13.0	0.0
Prop In Lane		0.34	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1289	1410	0	304	0
V/C Ratio(X)	0.00	0.53	0.39	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1289	1410	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.8	5.0	0.0	36.4	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.8	0.0	12.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	5.7	0.0	7.5	0.0
LnGrp Delay(d),s/veh	0.0	7.4	5.8	0.0	49.2	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	686			549	265	
Approach Delay, s/veh	7.4			5.8	49.2	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.6				69.6		20.4
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		17.7				12.2		15.0
Green Ext Time (p_c), s		4.5				4.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	154	662	223	160	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.307	
Satd. Flow (perm)	1858	1583	1900	1464	521	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		160		145		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	160	690	232	167	827
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	160	690	232	167	827
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Maximum Green (s)	20.0	15.0	90.0	20.0	15.0	110.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.67	0.35	0.51	0.18	0.34	0.57
Control Delay	73.6	8.0	11.1	0.9	4.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	8.0	11.1	0.9	4.8	6.6
Queue Length 50th (ft)	120	0	248	8	25	209
Queue Length 95th (ft)	193	57	400	21	49	347
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	530	1354	1329	544	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.30	0.51	0.17	0.31	0.57

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 135.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	154	662	223	160	794
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	160	690	232	167	827
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	204	253	1405	1331	471	1559
Arrive On Green	0.11	0.11	0.74	0.74	0.04	0.82
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	160	690	232	167	827
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	11.9	20.0	3.5	3.0	18.9
Cycle Q Clear(g_c), s	9.8	11.9	20.0	3.5	3.0	18.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	204	253	1405	1331	471	1559
V/C Ratio(X)	0.69	0.63	0.49	0.17	0.35	0.53
Avail Cap(c_a), veh/h	277	319	1405	1331	594	1559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	53.8	7.2	1.8	5.7	4.0
Incr Delay (d2), s/veh	4.3	2.6	1.2	0.3	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	5.8	10.8	2.7	1.5	10.2
LnGrp Delay(d),s/veh	62.0	56.4	8.4	2.1	6.1	5.3
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	300		922			994
Approach Delay, s/veh	59.1		6.8			5.4
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.4	104.6				115.0		19.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	5.0	22.0				20.9		13.9
Green Ext Time (p_c), s	0.4	14.1				14.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1719	0	1872	1591	1823	1900
Flt Permitted	0.969				0.238	
Satd. Flow (perm)	1719	0	1872	1591	457	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16			155		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	423	676
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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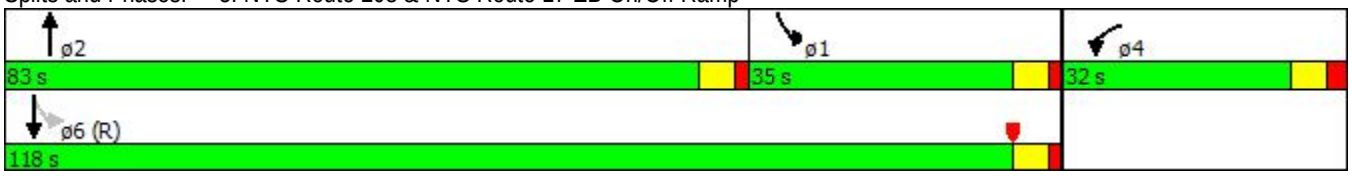
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.82		0.67	0.15	0.67	0.45
Control Delay	83.6		28.7	0.2	23.1	3.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.6		28.7	0.2	23.1	3.9
Queue Length 50th (ft)	179		468	0	104	114
Queue Length 95th (ft)	263		663	0	m213	m246
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1034	1591	627	1493
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.67	0.15	0.67	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	68	662	225	406	649
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	690	0	423	676
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	578	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1762	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	690	0	423	676
Grp Sat Flow(s),veh/h/ln	1775	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	42.3	0.0	5.8	0.0
Cycle Q Clear(g_c), s	10.9	0.0	42.3	0.0	5.8	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	578	1425
V/C Ratio(X)	0.84	0.00	0.71	0.00	0.73	0.47
Avail Cap(c_a), veh/h	302	0	967	822	578	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.34	0.34
Uniform Delay (d), s/veh	67.4	0.0	27.8	0.0	30.1	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.5	0.0	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	23.1	0.0	12.0	0.2
LnGrp Delay(d),s/veh	72.1	0.0	32.2	0.0	31.6	0.4
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		690			1099
Approach Delay, s/veh	72.1		32.2			12.4
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	7.8	44.3		12.9		2.0		
Green Ext Time (p_c), s	1.1	2.1		0.3		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	300	51	390	297	133	706	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.982			0.955		0.136			0.390		
Satd. Flow (perm)	0	1750	0	0	1833	1631	262	1782	1591	719	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			238		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	316	54	411	313	140	743	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	316	54	411	313	140	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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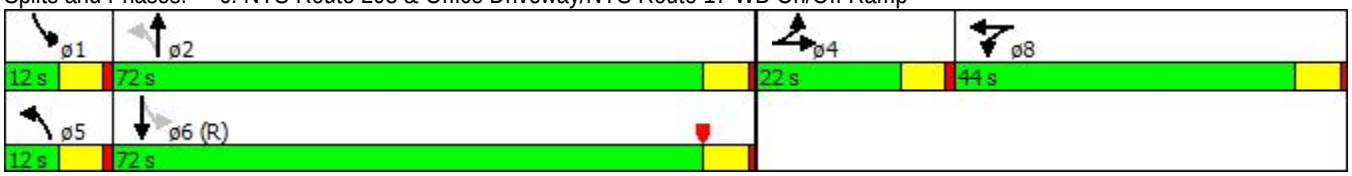
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0		38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.66			0.89	0.19	0.25	0.47	0.20	0.30	0.88	
Control Delay		71.7			81.5	0.3	26.8	34.4	0.2	21.6	41.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	26.8	34.4	0.2	21.6	41.0	
Queue Length 50th (ft)		72			331	0	27	209	0	68	395	
Queue Length 95th (ft)		133			437	0	m53	359	0	m103	#1078	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	213	882	1591	471	885	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.19	0.25	0.47	0.20	0.30	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	300	51	390	297	133	706	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	411	0	140	743	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	207	840	700	393	779	42
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1717	92
Grp Volume(v), veh/h	98	0	0	348	0	0	54	411	0	140	0	783
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	23.0	0.0	6.0	0.0	44.9
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	23.0	0.0	6.0	0.0	44.9
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	207	840	700	393	0	821
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.26	0.49	0.00	0.36	0.00	0.95
Avail Cap(c_a), veh/h	184	0	0	464	0	413	231	840	700	393	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	28.6	30.0	0.0	25.3	0.0	5.9
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	0.5	1.4	0.0	0.5	0.0	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.2	12.4	0.0	3.3	0.0	24.6
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	29.1	31.4	0.0	25.8	0.0	28.0
LnGrp LOS	E			E			C	C		C		C
Approach Vol, veh/h		98			348			465			923	
Approach Delay, s/veh		77.6			78.1			31.1			27.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	25.0		10.4	4.4	46.9		29.9
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	6.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	756	892	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1739	0	1668	1492
Flt Permitted	0.214				0.950	
Satd. Flow (perm)	378	1747	1739	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	779	920	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	779	953	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Thru	Thru	Thru		Left	Right
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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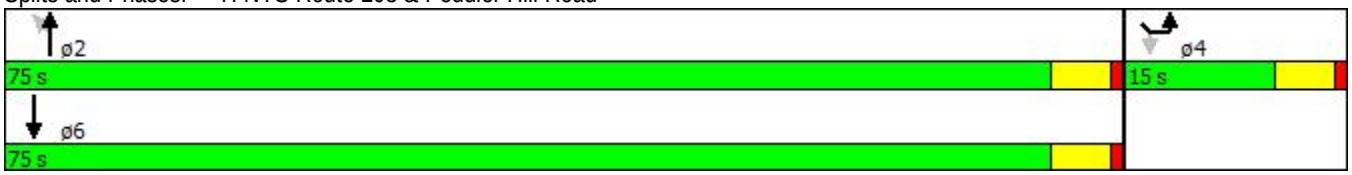
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	0.55	0.67		0.13	0.18
Control Delay	4.6	5.3	7.4		25.3	10.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.6	5.3	7.4		25.3	10.9
Queue Length 50th (ft)	5	94	140		9	0
Queue Length 95th (ft)	18	198	314		42	31
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	375	1732	1724		524	506
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.16	0.45	0.55		0.07	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 42.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	756	892	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	779	920	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	398	1283	1232	44	100	89
Arrive On Green	0.69	0.69	0.69	0.69	0.06	0.06
Sat Flow, veh/h	595	1872	1797	64	1791	1599
Grp Volume(v), veh/h	61	779	0	953	38	55
Grp Sat Flow(s),veh/h/ln	595	1872	0	1861	1791	1599
Q Serve(g_s), s	2.8	8.7	0.0	12.8	0.8	1.3
Cycle Q Clear(g_c), s	15.6	8.7	0.0	12.8	0.8	1.3
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	398	1283	0	1276	100	89
V/C Ratio(X)	0.15	0.61	0.00	0.75	0.38	0.62
Avail Cap(c_a), veh/h	1068	3390	0	3370	463	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	3.3	0.0	3.9	17.6	17.8
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.3	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.4	0.0	6.2	0.4	0.6
LnGrp Delay(d),s/veh	9.0	3.4	0.0	4.3	18.5	20.4
LnGrp LOS	A	A		A	B	C
Approach Vol, veh/h		840	953		93	
Approach Delay, s/veh		3.9	4.3		19.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		31.5		7.2		31.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		17.6		3.3		14.8		
Green Ext Time (p_c), s		8.9		0.1		8.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	708	873	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1857	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	770	949	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	775	1015	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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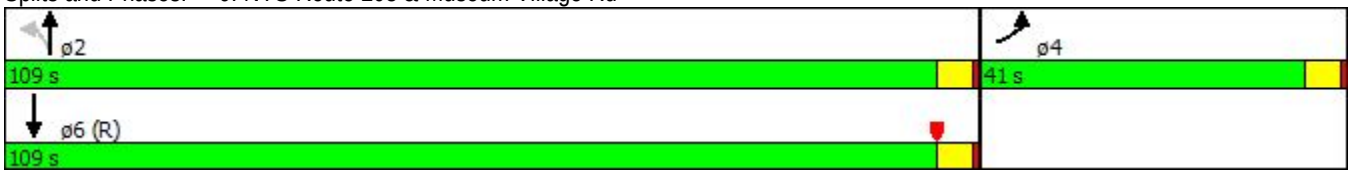
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Maximum Green (s)	36.0		104.0	104.0	104.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.53			0.62	0.79	
Control Delay	54.5			7.3	21.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			7.3	21.1	
Queue Length 50th (ft)	184			123	619	
Queue Length 95th (ft)	272			157	826	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.62	0.79	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	708	873	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	770	949	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	27	1290	1242	86
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	3	1860	1791	125
Grp Volume(v), veh/h	217	0	775	0	0	1015
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1916
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	51.8
Cycle Q Clear(g_c), s	16.0	0.0	32.5	0.0	0.0	51.8
Prop In Lane	0.93	0.07	0.01			0.07
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1328
V/C Ratio(X)	0.51	0.00	0.59	0.00	0.00	0.76
Avail Cap(c_a), veh/h	423	0	1316	0	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	12.0	0.0	0.0	15.0
Incr Delay (d2), s/veh	4.4	0.0	0.5	0.0	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	16.8	0.0	0.0	28.6
LnGrp Delay(d),s/veh	53.8	0.0	12.5	0.0	0.0	19.2
LnGrp LOS	D		B			B
Approach Vol, veh/h	217			775	1015	
Approach Delay, s/veh	53.8			12.5	19.2	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		34.5		18.0		53.8		
Green Ext Time (p_c), s		7.6		0.6		7.6		

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	29	274	313	290	36	131	188	173	157	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.912			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1793	0	1668	1818	1583	1661	1600	0	1762	1819	0
Flt Permitted	0.312			0.211			0.617			0.189		
Satd. Flow (perm)	528	1793	0	370	1818	1505	1055	1600	0	351	1819	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	33	308	352	326	40	147	211	194	176	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	433	0	308	352	326	40	358	0	194	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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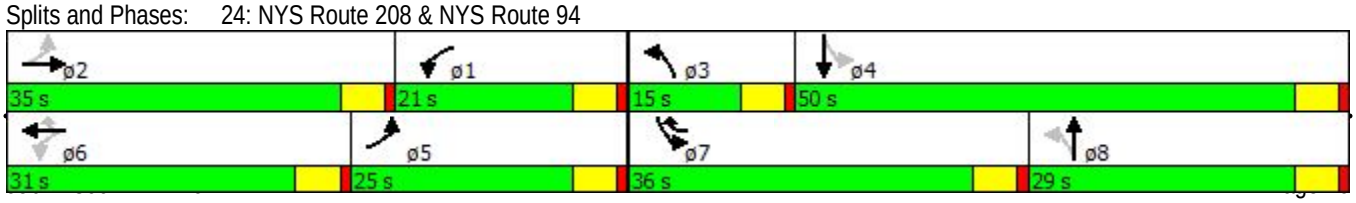
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Maximum Green (s)	20.0	30.0		16.0	26.0	31.0	10.0	24.0		31.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.86		0.86	0.57	0.36	0.12	0.97		0.56	0.34	
Control Delay	18.9	54.0		58.3	37.0	2.6	20.1	81.0		26.2	25.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	54.0		58.3	37.0	2.6	20.1	81.0		26.2	25.9	
Queue Length 50th (ft)	13	268		124	219	3	16	238		83	109	
Queue Length 95th (ft)	34	#470		#317	#382	27	36	#451		132	177	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	520		360	622	1100	404	370		569	797	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.83		0.86	0.57	0.30	0.10	0.97		0.34	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 103.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	29	274	313	290	36	131	188	173	157	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	33	308	352	326	40	147	211	194	176	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	458	436	36	345	417	509	369	164	236	306	451	131
Arrive On Green	0.21	0.28	0.28	0.15	0.22	0.22	0.03	0.24	0.24	0.10	0.32	0.32
Sat Flow, veh/h	1737	1542	127	1792	1881	1548	1723	686	985	1828	1414	410
Grp Volume(v), veh/h	39	0	433	308	352	326	40	0	358	194	0	227
Grp Sat Flow(s),veh/h/ln	1737	0	1669	1792	1881	1548	1723	0	1671	1828	0	1824
Q Serve(g_s), s	0.0	0.0	22.2	10.8	15.9	7.0	1.5	0.0	18.3	6.7	0.0	8.6
Cycle Q Clear(g_c), s	0.0	0.0	22.2	10.8	15.9	7.0	1.5	0.0	18.3	6.7	0.0	8.6
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	458	0	472	345	417	509	369	0	400	306	0	581
V/C Ratio(X)	0.09	0.00	0.92	0.89	0.84	0.64	0.11	0.00	0.89	0.63	0.00	0.39
Avail Cap(c_a), veh/h	489	0	566	405	553	620	520	0	453	755	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	30.7	35.4	33.0	8.8	24.5	0.0	32.6	22.7	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.0	16.6	17.7	7.0	0.8	0.0	0.0	17.2	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.4	9.1	9.0	3.3	0.7	0.0	10.4	3.4	0.0	4.3
LnGrp Delay(d),s/veh	27.4	0.0	47.3	53.0	40.0	9.6	24.6	0.0	49.8	23.5	0.0	23.6
LnGrp LOS	C		D	D	D	A	C		D	C		C
Approach Vol, veh/h		472			986			398			421	
Approach Delay, s/veh		45.7			34.0			47.2			23.6	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	30.0	7.2	33.2	23.4	24.6	14.2	26.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	12.8	24.2	3.5	10.6	2.0	17.9	8.7	20.3
Green Ext Time (p_c), s	0.2	0.8	0.0	2.2	0.6	1.7	0.6	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	300	51	390	297	133	706	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.968			0.955		0.153			0.396		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	295	1782	1591	730	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			238		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	316	54	411	313	140	743	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	316	54	411	313	140	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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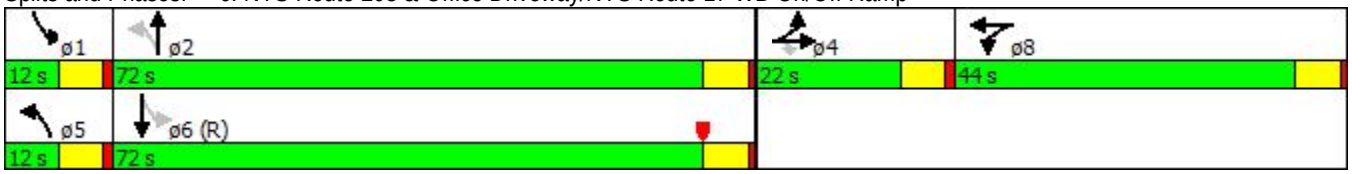
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0	16.0	38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.49	0.23		0.87	0.19	0.23	0.45	0.20	0.28	0.85	
Control Delay		82.9	2.7		77.8	0.3	25.5	33.3	0.2	20.5	37.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	25.5	33.3	0.2	20.5	37.2	
Queue Length 50th (ft)		51	0		331	0	27	209	0	66	394	
Queue Length 95th (ft)		98	0		422	0	m53	359	0	m103	#1078	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	236	921	1591	499	926	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.19	0.23	0.45	0.20	0.28	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	300	51	390	297	133	706	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	411	0	140	743	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	207	840	700	393	779	42
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1717	92
Grp Volume(v), veh/h	53	0	45	348	0	0	54	411	0	140	0	783
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	23.0	0.0	6.0	0.0	44.9
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	23.0	0.0	6.0	0.0	44.9
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	207	840	700	393	0	821
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.26	0.49	0.00	0.36	0.00	0.95
Avail Cap(c_a), veh/h	196	0	172	464	0	413	231	840	700	393	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.69	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	28.6	30.0	0.0	25.3	0.0	5.9
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	0.5	1.4	0.0	0.5	0.0	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.2	12.4	0.0	1.6	0.0	24.6
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	29.1	31.4	0.0	25.8	0.0	28.0
LnGrp LOS	E		E	E			C	C		C		C
Approach Vol, veh/h		98			348			465			923	
Approach Delay, s/veh		74.8			78.1			31.1			27.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	25.0		6.3	4.4	46.9		29.9
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	6.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	781	902	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1915	0	0	1833	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	814	940	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	828	951	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.11			0.71	0.82	
Control Delay	14.6			9.0	12.7	
Queue Delay	0.0			0.2	0.4	
Total Delay	14.6			9.2	13.0	
Queue Length 50th (ft)	2			102	134	
Queue Length 95th (ft)	24			203	278	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	710			1833	1824	
Starvation Cap Reductn	0			353	361	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.56	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 46.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	781	902	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	814	940	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	35	96	79	1377	1354	16
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	448	1232	10	1896	1865	22
Grp Volume(v), veh/h	31	0	828	0	0	951
Grp Sat Flow(s),veh/h/ln	1736	0	1907	0	0	1887
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	14.2
Cycle Q Clear(g_c), s	0.9	0.0	10.5	0.0	0.0	14.2
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	136	0	1456	0	0	1370
V/C Ratio(X)	0.23	0.00	0.57	0.00	0.00	0.69
Avail Cap(c_a), veh/h	544	0	2799	0	0	2732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	3.4	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.4	0.0	0.0	7.4
LnGrp Delay(d),s/veh	22.9	0.0	3.7	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			828	951	
Approach Delay, s/veh	22.9			3.7	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.1		9.0		42.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				12.5		2.9		16.2
Green Ext Time (p_c), s				21.2		0.0		20.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	882	925	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	919	964	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	930	967	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.81	0.82	
Control Delay	16.4			12.3	12.8	
Queue Delay	0.0			0.0	0.2	
Total Delay	16.4			12.3	13.0	
Queue Length 50th (ft)	1			129	136	
Queue Length 95th (ft)	13			256	272	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	611			1788	1828	
Starvation Cap Reductn	0			0	214	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.52	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 46.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	882	925	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	919	964	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	23	90	73	1321	1344	4
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	302	1209	6	1790	1821	6
Grp Volume(v), veh/h	11	0	930	0	0	967
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	15.7
Cycle Q Clear(g_c), s	0.3	0.0	14.8	0.0	0.0	15.7
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	124	0	1394	0	0	1348
V/C Ratio(X)	0.09	0.00	0.67	0.00	0.00	0.72
Avail Cap(c_a), veh/h	498	0	2534	0	0	2530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	3.8	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.2	0.0	0.0	7.8
LnGrp Delay(d),s/veh	23.3	0.0	4.3	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			930	967	
Approach Delay, s/veh	23.3			4.3	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.4		9.0		44.4		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		16.8		2.3		17.7		
Green Ext Time (p_c), s		21.8		0.0		21.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	714	828	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.957		
Satd. Flow (perm)	1724	0	0	1741	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	768	890	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	797	896	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.16			0.74	0.80	
Control Delay	12.8			10.5	12.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.8			10.5	12.3	
Queue Length 50th (ft)	2			100	121	
Queue Length 95th (ft)	29			217	262	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	716			1741	1816	
Starvation Cap Reductn	0			47	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.47	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 44.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	714	828	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	768	890	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	34	106	98	1271	1319	9
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	409	1266	28	1798	1866	13
Grp Volume(v), veh/h	46	0	797	0	0	896
Grp Sat Flow(s),veh/h/ln	1712	0	1826	0	0	1879
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	12.8
Cycle Q Clear(g_c), s	1.2	0.0	10.3	0.0	0.0	12.8
Prop In Lane	0.24	0.74	0.04			0.01
Lane Grp Cap(c), veh/h	144	0	1369	0	0	1328
V/C Ratio(X)	0.32	0.00	0.58	0.00	0.00	0.67
Avail Cap(c_a), veh/h	610	0	2812	0	0	2874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	3.6	0.0	0.0	3.9
Incr Delay (d2), s/veh	1.3	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.2	0.0	0.0	6.4
LnGrp Delay(d),s/veh	21.9	0.0	4.0	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			797	896	
Approach Delay, s/veh	21.9			4.0	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.7		9.0		38.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				12.3		3.2		14.8
Green Ext Time (p_c), s				19.1		0.1		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	709	15	5	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1813	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	762	16	5	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	778	0	0	892
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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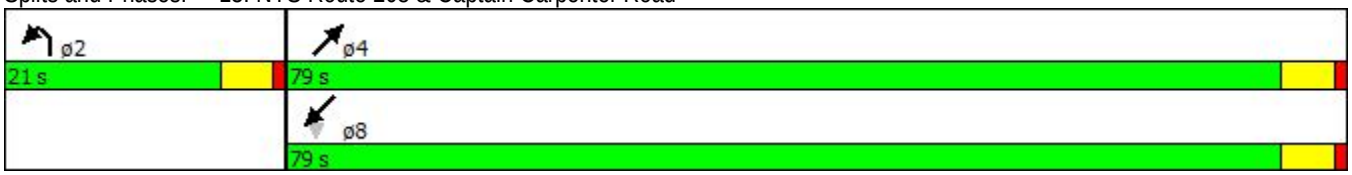
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.07		0.70			0.80
Control Delay	18.0		9.1			12.2
Queue Delay	0.0		0.0			0.3
Total Delay	18.0		9.1			12.4
Queue Length 50th (ft)	2		92			119
Queue Length 95th (ft)	19		184			245
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	643		1813			1820
Starvation Cap Reductn	0		0			342
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.43			0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	709	15	5	825
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	762	16	5	887
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	93	51	1284	27	79	1318
Arrive On Green	0.09	0.09	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1082	590	1836	39	2	1885
Grp Volume(v), veh/h	18	0	0	778	892	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1875	1887	0
Q Serve(g_s), s	0.4	0.0	0.0	9.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	9.9	12.5	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	152	0	0	1311	1397	0
V/C Ratio(X)	0.12	0.00	0.00	0.59	0.64	0.00
Avail Cap(c_a), veh/h	608	0	0	2980	3064	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	3.6	4.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	5.1	6.4	0.0
LnGrp Delay(d),s/veh	20.0	0.0	0.0	4.0	4.5	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	18		778			892
Approach Delay, s/veh	20.0		4.0			4.5
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		37.6				37.6
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		11.9				14.5
Green Ext Time (p_c), s		0.0		18.2				18.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	713	829	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	743	864	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	745	866	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.69	0.78	
Control Delay	17.0			9.0	11.3	
Queue Delay	0.0			0.2	0.0	
Total Delay	17.0			9.1	11.3	
Queue Length 50th (ft)	0			84	107	
Queue Length 95th (ft)	5			158	205	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	700			1797	1855	
Starvation Cap Reductn	0			322	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.51	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 40.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	713	829	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	743	864	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	53	53	82	1271	1308	3
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	583	583	1	1860	1914	4
Grp Volume(v), veh/h	3	0	745	0	0	866
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	11.5
Cycle Q Clear(g_c), s	0.1	0.0	9.3	0.0	0.0	11.5
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	158	0	1353	0	0	1311
V/C Ratio(X)	0.02	0.00	0.55	0.00	0.00	0.66
Avail Cap(c_a), veh/h	633	0	3189	0	0	3212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	3.7	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.7	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.4	0.0	4.0	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	3			745	866	
Approach Delay, s/veh	18.4			4.0	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				35.2		9.0		35.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				11.3		2.1		13.5
Green Ext Time (p_c), s				16.8		0.0		16.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	707	6	18	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	736	6	19	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	742	0	0	867
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.15		0.66			0.79
Control Delay	15.2		8.4			12.3
Queue Delay	0.0		0.0			0.1
Total Delay	15.2		8.4			12.4
Queue Length 50th (ft)	4		87			118
Queue Length 95th (ft)	30		178			252
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	654		1835			1784
Starvation Cap Reductn	0		0			157
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.40			0.53

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 44.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	707	6	18	814
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	736	6	19	848
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	66	84	1294	11	92	1269
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	736	940	1882	15	14	1844
Grp Volume(v), veh/h	42	0	0	742	867	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1897	1859	0
Q Serve(g_s), s	1.0	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	9.0	12.0	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	153	0	0	1305	1360	0
V/C Ratio(X)	0.27	0.00	0.00	0.57	0.64	0.00
Avail Cap(c_a), veh/h	612	0	0	3131	3110	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	3.6	4.1	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.7	6.2	0.0
LnGrp Delay(d),s/veh	20.0	0.0	0.0	4.0	4.6	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	42		742			867
Approach Delay, s/veh	20.0		4.0			4.6
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		35.8				35.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		11.0				14.0
Green Ext Time (p_c), s		0.1		17.0				16.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	699	28	20	794	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.816			0.787			0.998			0.976	
Satd. Flow (perm)	0	1536	0	0	1456	0	0	1869	0	0	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			5			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	777	31	22	882	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	811	0	0	913	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.04			0.24			0.70			0.80	
Control Delay		21.4			18.5			9.5			12.6	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		21.4			18.5			9.6			12.6	
Queue Length 50th (ft)		2			8			106			135	
Queue Length 95th (ft)		16			45			229			299	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		594			576			1869			1853	
Starvation Cap Reductn		0			0			237			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.10			0.50			0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 47	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	699	28	20	794	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	777	31	22	882	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	176	68	14	207	5	38	75	1278	51	88	1304	13
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	703	824	170	994	67	466	1	1795	71	17	1831	18
Grp Volume(v), veh/h	10	0	0	59	0	0	811	0	0	913	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	0	1527	0	0	1867	0	0	1867	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.8	0.0	0.0	10.7	0.0	0.0	13.0	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.04	0.02		0.01
Lane Grp Cap(c), veh/h	258	0	0	251	0	0	1404	0	0	1405	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.24	0.00	0.00	0.58	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	675	0	0	654	0	0	2867	0	0	2840	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	21.3	0.0	0.0	3.6	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.8	0.0	0.0	5.3	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	20.7	0.0	0.0	21.8	0.0	0.0	3.9	0.0	0.0	4.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		10			59			811			913	
Approach Delay, s/veh		20.7			21.8			3.9			4.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		39.6		9.0		39.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.8		12.7		2.2		15.0
Green Ext Time (p_c), s		0.2		19.8		0.2		19.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	597	21	11	670	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1806	0
Flt Permitted		0.752			0.827			0.966			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1758	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	642	23	12	720	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	688	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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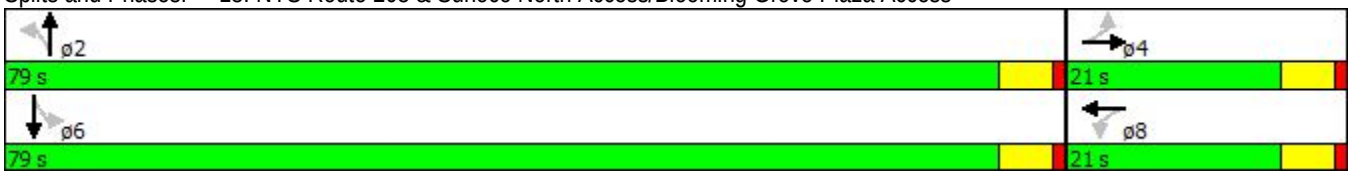
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.11			0.11			0.68			0.77	
Control Delay		18.1			12.2			9.4			12.0	
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		18.1			12.2			9.4			12.2	
Queue Length 50th (ft)		5			2			79			99	
Queue Length 95th (ft)		26			21			165			214	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		627			690			1758			1787	
Starvation Cap Reductn		0			0			49			359	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.04			0.40			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 40
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	597	21	11	670	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	642	23	12	720	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	267	37	17	195	24	83	108	1140	40	97	1094	102
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1052	368	170	589	235	824	23	1758	62	8	1686	157
Grp Volume(v), veh/h	28	0	0	30	0	0	688	0	0	800	0	0
Grp Sat Flow(s),veh/h/ln	1590	0	0	1648	0	0	1842	0	0	1851	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	8.1	0.0	0.0	10.5	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.01		0.08
Lane Grp Cap(c), veh/h	321	0	0	301	0	0	1288	0	0	1293	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.10	0.00	0.00	0.53	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	782	0	0	779	0	0	3437	0	0	3496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	0.0	16.4	0.0	0.0	3.9	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.1	0.0	0.0	5.3	0.0	0.0
LnGrp Delay(d),s/veh	16.5	0.0	0.0	16.5	0.0	0.0	4.2	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			688			800	
Approach Delay, s/veh		16.5			16.5			4.2			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.9		9.0		30.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		10.1		2.5		12.5		2.6
Green Ext Time (p_c), s		13.4		0.2		13.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	711	6	2	884
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.296	
Satd. Flow (perm)	1862	0	1862	1353	568	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	733	6	2	911
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	733	6	2	911
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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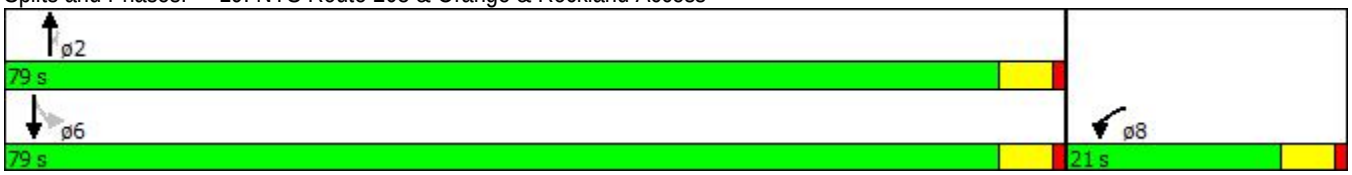
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.04		0.65	0.01	0.01	0.79
Control Delay	18.5		8.0	1.8	2.5	11.5
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	18.5		8.0	1.8	2.5	11.7
Queue Length 50th (ft)	2		81	0	0	117
Queue Length 95th (ft)	14		154	2	1	231
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	738		1862	1353	568	1900
Starvation Cap Reductn	0		0	0	0	275
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.39	0.00	0.00	0.56

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 41.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	711	6	2	884
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	733	6	2	911
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	111	28	1279	929	518	1305
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1243	311	1862	1353	738	1900
Grp Volume(v), veh/h	11	0	733	6	2	911
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	738	1900
Q Serve(g_s), s	0.3	0.0	9.1	0.1	0.1	12.9
Cycle Q Clear(g_c), s	0.3	0.0	9.1	0.1	9.2	12.9
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	153	0	1279	929	518	1305
V/C Ratio(X)	0.07	0.00	0.57	0.01	0.00	0.70
Avail Cap(c_a), veh/h	612	0	3083	2239	1233	3145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	3.6	2.2	6.0	4.2
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.6	0.0	0.0	6.6
LnGrp Delay(d),s/veh	18.8	0.0	4.0	2.2	6.0	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	11		739			913
Approach Delay, s/veh	18.8		4.0			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.7				35.7		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		11.1				14.9		2.3
Green Ext Time (p_c), s		15.9				15.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	154	662	223	160	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.920		0.962			
Flt Protected	0.977					0.992
Satd. Flow (prot)	3447	0	3447	0	0	3331
Flt Permitted	0.977					0.992
Satd. Flow (perm)	3447	0	3447	0	0	3331
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			579
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	160	690	232	167	827
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	922	0	0	994
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	300	922	994
Demand Flow Rate, veh/h	303	938	1002
Vehicles Circulating, veh/h	697	175	143
Vehicles Exiting, veh/h	416	970	857
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	7.4	7.4
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.472	0.528	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	160	441	497	471	531
Cap Entry Lane, veh/h	710	755	1148	1166	1182	1197
Entry HV Adj Factor	0.979	1.000	0.983	0.983	0.992	0.992
Flow Entry, veh/h	140	160	433	489	467	527
Cap Entry, veh/h	695	755	1128	1146	1172	1188
V/C Ratio	0.202	0.212	0.384	0.426	0.398	0.444
Control Delay, s/veh	7.5	7.1	7.1	7.6	7.1	7.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	94	13	622	99	14	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1756	0	1900	1599	0	3570
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1756	0	1900	1599	0	3570
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	102	14	676	108	15	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	676	108	0	807
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	116	784	807
Demand Flow Rate, veh/h	118	793	815
Vehicles Circulating, veh/h	683	15	104
Vehicles Exiting, veh/h	15	904	697
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	7.2	5.9
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	118	683	110	383	432
Cap Entry Lane, veh/h	687	1358	1359	1252	1264
Entry HV Adj Factor	0.983	0.990	0.980	0.990	0.990
Flow Entry, veh/h	116	676	108	379	428
Cap Entry, veh/h	675	1345	1332	1240	1251
V/C Ratio	0.172	0.503	0.081	0.306	0.342
Control Delay, s/veh	7.3	7.9	3.3	5.7	6.1
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	1	2

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CLOVEWOOD

APPENDIX E

TRAFFIC VOLUME DATA

E.1

NYSDOT HISTORICAL DATA

New York State Department of Transportation

Date: 7/22/2015

Traffic Volume Report

County Order	EMP	Ref Marker	Section Length	End Description	LATEST COUNT EST AADT	YR	PREVIOUS COUNTS EST AADT	YR	EST AADT	YR	EST AADT	YR	Station	CC Station
		Route NY206		**County 017 CHENANGO**	**Region 09**									
02	25.87	206 92021258	4.48	CHEN/DEL CO LINE	1684	14	1690	13	1785	12	1993	10	0005	
		Route NY206		**County 025 DELAWARE**	**Region 09**									
03	2.08	206 93031020	2.08	RT 8 MASONVILLE	1152	14	1156	13	1546	10	1858	07	0112	
03	8.19	206 93031023	6.11	TOWN OF MASONVILLE & TOWN OF TOMPKINS	1710	14	1716	13	2258	10	2518	07	0013	
03	11.72	206 93031108	3.53	TOWN OF TOMPKINS TOWN OF WALTON	2156	14	2132	10	2315	07	2339	04	0025	
03	17.74	206 93031177	6.02	TOWN OF WALTON & VILLAGE OF WALTON	2460	14	2422	11	2837	08	2587	05	0109	
03	18.25	10 93011275	0.51	END 10/206 OLAP	7800	14	7813	09	10577	06	9507	03	0036	
03	28.26	206 93031279	10.01	VILLAGE OF WALTON & TOWN OF WALTON	1716	14	1718	09	3190	04	2221	01	0303	
03	31.34	30 93011180	3.08	END 30/206 OLAP	1815	14	1777	11	1925	08	1702	05	0301	
03	39.85		8.51	SPRING BK EST RD	1588	14	1588	14	1832	11	1680	08	0047	
03	40.72		0.87	MORTON HILL RD	2255	14	2255	14	2217	13	2224	12	0048	9381
		Route NY206		**County 105 SULLIVAN**	**Region 09**									
04	1.60	WILCOX AVE	1.60	WILCOX AVE	2096	14	2136	09	2460	06	3407	05	0031	
04	2.09		0.49	UNION ST	3100	14	3158	09	3504	04	3458	01	0032	
		Route NY207		**County 071 ORANGE**	**Region 08**									
01	0.77	207 83011007	0.77	NORTH & SOUTH CHURCH STREETS	10102	14	10162	13	11000	10	11702	07	0092	
01	1.34	207 83011013	0.57	CR 66 CRAIGVILLE RD	13896	14	13896	14	14448	11	14613	08	0020	
01	1.71	207 83011017	0.37	CR 8 SARAH WELLS TRL	8879	14	8932	13	9698	10	10282	07	0134	
01	5.53	207 83011054	3.82	VILLAGE OF GOSHEN & TOWN OF GOSHEN	6878	14	6887	09	7984	06	7767	03	0008	
01	6.42	207 83011065	0.89	CR 4 MAYBROOK RD	5489	14	5489	14	5299	11	5887	08	0007	
01	9.06	207 83011090	2.64	START 207/208 OLAP	3654	14	3444	12	3629	09	4360	06	0513	
01	9.19	207 83011092	0.13	END 207/208 OLAP	6312	14	6242	09	7405	06	6171	00	0514	
01	11.12		1.93	TOWN OF HAMPTONBURGH & TOWN OF NEW WINDSC	4043	14	4043	14	4973	11	4504	08	0510	
01	13.73	207 83011138	2.61	RT 747 INT BLVD	5330	14	5362	13	5447	10	5716	07	0515	
01	15.55	207 83011156	1.82	MOUNT AIRY RD	9837	14	9895	13	9710	10	10566	07	0138	
01	16.50	207 83011165	0.95	START 207/300 OLAP	16145	14	15606	12	17033	11	18521	07	0050	
01	16.89	207 83011169	0.39	END 207/300 OLAP	23559	14	23699	13	23950	10	24530	07	0516	
01	19.05	207 83011186	2.16	WISNER AVE	8747	14	8799	13	8596	10	9125	07	0517	
		Route NY208		**County 071 ORANGE**	**Region 08**									
01	0.87	208 83011008	0.87	VILLAGE OF MONROE & TOWN OF MONROE	16313	14	16880	10	20697	07	18134	04	0032	
01	3.81	208 83011038	2.94	TOWN OF MONROE & VILLAGE OF SOUTH BLOOMING G	15302	14	15323	11	17198	08	16999	05	0031	
01	7.41	208 83011074	3.60	VILLAGE OF SOUTH BLOOMING GROVE & TOWN OF BLC	8379	14	7843	12	9050	08	9342	05	0522	
01	9.53	208 83011096	2.12	VILLAGE OF WASHINGTONVILLE TOWN OF BLOOMING (	6814	14	6317	12	6952	09	7512	06	0523	

New York State Department of Transportation

Date: 7/12/2013

Traffic Volume Report

County Order	EMP	Ref Marker	Section Length	End Description	LATEST COUNT EST AADT	YR	PREVIOUS COUNTS EST AADT	YR	EST AADT	YR	EST AADT	YR	Station	CC Station
		Route NY206		**County 025 DELAWARE**	**Region 09**									
03	8.19	206 93031023	6.11	Town Of Masonville & Town Of Tompkins	2296	12	2293	10	2518	07	2310	04	0013	
03	11.72	206 93031108	3.53	Town Of Tompkins Town Of Walton	2170	12	2167	10	2315	07	2339	04	0025	
03	17.74	206 93031177	6.02	Town Of Walton & Village Of Walton	2475	12	2475	11	2837	08	2587	05	0109	
03	18.25	10 93011275	0.51	End 10/206 Olap	7848	12	7813	09	10577	06	9507	03	0036	
03	28.26	206 93031279	10.01	Village Of Walton & Town Of Walton	1726	12	1718	09	3190	04	2221	01	0303	
03	31.34	30 93011180	3.08	End 30/206 Olap	1827	12	1827	11	1925	08	1702	05	0301	
03	39.85		8.51	School House Rd	1910	12	1914	11	1680	08	1324	05	0047	
03	40.72		0.87	Morton Hill Rd	2209	12	2209	12	2203	11	2266	10	0048	9381
		Route NY206		**County 105 SULLIVAN**	**Region 09**									
04	1.60	WILCOX AVE	1.60	Wilcox Ave	2123	12	2136	09	2460	06	3407	05	0031	
04	2.09		0.49	Union St	3139	12	3158	09	3504	04	3458	01	0032	
		Route NY207		**County 071 ORANGE**	**Region 08**									
01	0.77	207 83011007	0.77	North & South Church Streets	10760	12	10773	10	11702	07	14801	04	0092	
01	1.34	207 83011013	0.57	CR 66 CRaigville Rd	14100	12	14117	11	14613	08	13907	05	0020	
01	1.71	207 83011017	0.37	CR 8 Sarah Wells Trl	9484	12	9495	10	10282	07	11865	04	0134	
01	5.53	207 83011054	3.82	Village Of Goshen & Town Of Goshen	6940	12	6887	09	7984	06	7767	03	0008	
01	6.42	207 83011065	0.89	CR 4 Maybrook Rd	5692	12	5704	11	5887	08	6686	05	0007	
01	9.06	207 83011090	2.64	Start 207/208 Olap	3687	12	3687	12	3629	09	4360	06	0513	
01	9.19	207 83011092	0.13	End 207/208 Olap	6317	12	6242	09	7405	06	6171	00	0514	
01	11.12		1.93	Town Of Hamptonburgh & Town Of New Windsor	4854	12	4860	11	4504	08	4280	02	0510	
01	13.73	207 83011138	2.61	RT 747 Int Blvd	5358	12	5364	10	5716	07	6120	04	0515	
01	15.55	207 83011156	1.82	Mount Airy Rd	9498	12	9509	10	10566	07	11174	04	0138	
01	16.50	207 83011165	0.95	Start 207/300 Olap	17032	12	16278	12	17052	11	18521	07	0050	
01	16.89	207 83011169	0.39	End 207/300 Olap	23677	12	23705	10	24530	07	26573	04	0516	
01	19.05	207 83011186	2.16	Wisner Ave	8511	12	8521	10	9125	07	10461	04	0517	
		Route NY208		**County 071 ORANGE**	**Region 08**									
01	0.87	208 83011008	0.87	Village Of Monroe & Town Of Monroe	16448	12	16468	10	20697	07	18134	04	0032	
01	3.81	208 83011038	2.94	Town Of Monroe & Village Of South Blooming Grove	15428	12	15447	11	17198	08	16999	05	0031	
01	7.41	208 83011074	3.60	Village Of South Blooming Grove & Town Of Blooming G	8448	12	8448	12	9050	08	9342	05	0522	
01	9.53	208 83011096	2.12	Village Of Washingtonville Town Of Blooming Grove	6819	12	6819	12	6952	09	7512	06	0523	
01	11.05	208 83011111	1.52	Start 207/208 Olap	3390	12	3390	12	3354	09	3679	06	0524	
01	11.18	207 83011092	0.13	End 207/208 Olap	6317	12	6242	09	7405	06	6171	00	0514	
01	13.19	208 83011132	2.01	CR 4 Maybrook Rd	3087	12	3081	11	3552	08	3830	02	0525	

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

2003 Traffic Volume Report

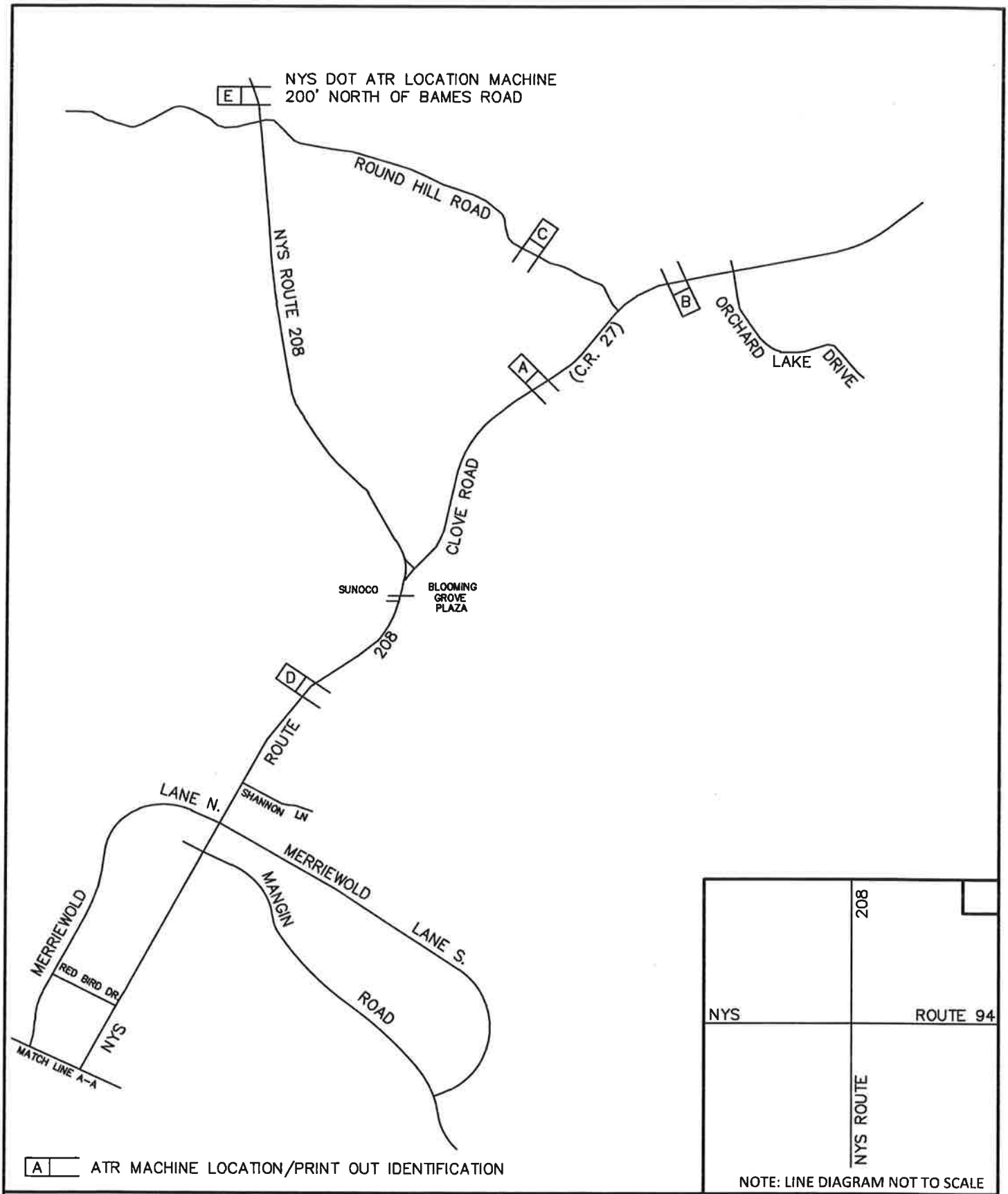
HIGHWAY DATA SERVICES BUREAU
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

June 2004

ROUTE NUMBER	END MILE POINT	COUNT LOC REFERENCE MARKER	SECTION LENGTH	SECTION ENDS AT	LATEST COUNT EST AADT	YR	PREVIOUS COUNTS EST AADT	YR	EST AADT	YR	EST AADT	YR	COUNT STATION NUMBER	
				REGION 9 COUNTY 2 CHENANGO										
206	0210225	206 92021008	2.25	CR 2	2550	**	2450	01	2250	98	2250	95	0030	
206	0210451	206 92021029	2.26	RT 12 START 41 OLAP	3150	03	2850	00	2950	97	3050	94	0299	
206	0210473	41 92021203	0.22	OLD RT 12	5800	**	5700	02	5900	99	5250	96	0020	
206	0211200	41 92021138	7.27	RT 235	2750	03	2550	00	2550	97	2350	93	0144	
206	0211411	206 92021115	2.11	END 41 OLAP	2450	**	2400	02	2450	99	2450	96	0239	
206	0211701	206 92021166	2.90	CR 17 W BAINBRIDGE	2100	**	2050	02	2100	99	1900	96	0004	
206	0212089	206 92021184	3.88	RT 7 BAINBRIDGE	2450	**	2400	01	2500	98	2450	95	0147	
206	0212124	206 92021210	0.35	CR 39	6700	**	6600	02	6700	99	6250	96	0300	
206	0212138	206 92021212	0.14	ACC 88I	6100	**	6000	02	4850	99	4150	96	0038	
206	0212589	206 92021226	4.51	DELAWARE CO LINE	2100	03	2000	00	1500	98	1700	97	0005	
				REGION 9 COUNTY 3 DELAWARE										
206	0310208	206 93031016	2.08	RT 8 MASONVILLE	1550	**	1500	01	1500	98	1500	95	0112	
206	0310820	206 93031047	6.12	CR 27 TROUT CREEK	2050	**	2000	01	2400	96	2100	93	0013	
206	0311180	206 93031090	3.60	CR 47	2250	**	2200	02	2450	01	1850	97	0025	
206	0311778	206 93031146	5.98	START 10 OLAP WALTON	3000	**	2950	02	2650	99	2400	96	0109	
206	0311827	10 93911274	0.49	END 10 OLAP	9500	03	9200	02	7150	97	9950	92	0036	
206	0312796	206 93031280	9.69	START 30 OLAP	2300	**	2200	01	1950	98	1550	95	0303	
206	0313106	30 93011163	3.10	END RT 30 OLAP	1650	**	1650	02	1750	96	2050	91	0301	
206	0313977		8.71	BEAVER KILL RD	1350	**	1350	02	1950	99	1500	96	0047	
206	0314029		0.52	SULLIVAN CO LN	2500	03	2450	02	2300	99	1800	96	0048	CC
				REGION 9 COUNTY 6 SULLIVAN										
206	0410160		1.60	CR 179A	2150	**	2100	02	2950	99	2750	96	0031	
206	0410209		0.49	ACC RT 17 END RT 206	3700	**	3450	01	3850	98	3550	95	0032	
				REGION 8 COUNTY 3 ORANGE										
207			0.00	RTS 17 17A										
207	0110077	207 83011005	0.77	N SOUTH CHURCH ST	12100	**	11300	01	10600	98	8900	95	0092	
207	0110133	207 83011012	0.56	CR 66 CRAIGVILLE RD	15000	**	14500	02	13500	99	13400	96	0020	
207	0110171	207 83011017	0.38	CR 8 SARAH WELLS TRL	11100	**	10400	01	10600	98	9850	93	0134	
207	0110548	207 83011041	3.77	RT 416	7750	03	8000	00	6550	97	6450	93	0008	
207	0110639	207 83011062	0.91	CR 4 MAYBROOK RD	6200	**	6100	02	5900	99	5050	96	0007	
207	0110911	207 83011080	2.72	START 208 OLAP	8050	03	3550	00	3450	97	3300	93	0513	
207	0110924	207 83011092	0.13	END 208 OLAP	7250	03	6150	00	6000	97	5550	93	0514	
207	0111110	207 83011105	1.86	RIDGE RD	4350	**	4300	02	4200	99	3750	96	0510	
207	0111378	207 83011126	2.68	CR 54 DRURY LN	5350	**	5200	01	4900	98	4600	95	0515	
207	0111563	207 83011147	1.85	AIRPORT ENTRANCE BRUNIG RD	9700	**	9550	02	9100	01	9800	98	0138	
207	0111657	207 83011162	0.94	START RT 300 OLAP	15900	**	15800	02	15800	01	14800	98	0050	
207	0111696	207 83011162	0.39	END RT 300 OLAP	23400	**	22700	01	23700	98	23600	95	0516	
207	0120049	207 83011181	2.14	RT 17K END 207	8650	**	8350	01	8050	98	6350	95	0517	
				REGION 8 COUNTY 3 ORANGE										
208			0.00	RT 17M VILL MONROE										
208	0110088	208 83011005	0.88	RTS 6&17	19400	**	18800	01	17100	98	14300	95	0032	
208	0110382	208 83011026	2.94	CR 27 CLOVE RD	17500	**	16500	99	11800	96	14200	93	0031	

E.2

ATR MACHINE LOCATION MAP AND DATA



MASER CONSULTING P.A.
Consulting, Municipal & Environmental Engineers
Planners ▪ Surveyors ▪ Landscape Architects
State of N.Y. Certificate of Authorization: 0000172
New Jersey New York Pennsylvania Virginia
Customer Loyalty *through* Client Satisfaction

WESTCHESTER OFFICE
11 Bradhurst Avenue
Hawthorne, NY 10532
Phone: 914.347.7500
Fax: 914.347.7266
email: solutions @ maserconsulting.com

CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

SITE LOCATION AND AREA ROADWAY NETWORK

JOB NUMBER:	DATE:
13001417B	9/29/2016
FIGURE NUMBER:	
1	

Project: CLOVE WOODS
Location: BLOOMING GROVE, NY
MC Job No. 13001417A
MACHINE A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 130014170888
C.R. 27 (NORTH OF NYS ROUTE 208 AND SOUTH OF ROUND HILL ROAD)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	27-Jan-14		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	11	22	5	19	8	26	8	22	14	49	20	53
01:00	*	*	*	*	3	6	8	8	3	15	5	10	12	27	10	29
02:00	*	*	*	*	5	11	1	8	6	5	4	8	7	21	7	15
03:00	*	*	*	*	11	4	16	6	11	7	13	6	10	12	4	9
04:00	*	*	*	*	51	5	62	7	53	7	55	6	21	10	10	9
05:00	*	*	*	*	138	27	131	24	140	30	136	27	24	8	21	4
06:00	*	*	*	*	206	47	196	44	191	50	198	47	61	11	34	11
07:00	*	*	*	*	**264**	**105**	**271**	96	**275**	94	**270**	98	112	51	51	37
08:00	*	*	*	*	224	85	231	95	223	98	226	93	132	63	93	62
09:00	*	*	*	*	138	80	125	**97**	139	84	134	87	**169**	70	138	63
10:00	*	*	*	*	98	83	117	85	134	87	116	85	158	**115**	136	116
11:00	*	*	**127**	**97**	119	98	124	94	130	**117**	125	**102**	133	115	**157**	**134**
12:00 PM	*	*	127	93	111	93	118	72	125	137	120	99	151	134	**172**	144
01:00	*	*	89	128	115	113	116	139	111	131	108	128	136	164	150	**165**
02:00	*	*	128	119	116	131	138	133	153	135	134	130	**163**	152	146	133
03:00	*	*	136	199	136	192	142	167	150	207	141	191	123	149	139	136
04:00	*	*	144	255	**142**	251	132	262	**172**	272	**148**	260	137	**171**	132	162
05:00	*	*	**150**	**295**	119	**294**	**156**	**293**	157	**288**	146	**292**	110	158	110	123
06:00	*	*	93	195	107	208	122	215	114	223	109	210	130	138	73	97
07:00	*	*	66	161	80	136	68	184	93	143	77	156	71	111	55	56
08:00	*	*	46	122	58	144	59	131	51	119	54	129	62	104	61	66
09:00	*	*	40	104	44	99	55	112	69	125	52	110	55	96	49	74
10:00	*	*	29	61	32	55	32	54	49	80	36	62	41	64	69	78
11:00	*	*	15	52	16	55	21	45	27	65	20	54	26	62	29	44
Total	0	0	1190	1881	2344	2344	2446	2390	2584	2545	2435	2412	2058	2055	1866	1820
Day	0		3071		4688		4836		5129		4847		4113		3686	
AM Peak	-	-	11:00	11:00	07:00	07:00	07:00	09:00	07:00	11:00	07:00	11:00	09:00	10:00	11:00	11:00
Vol.	-	-	127	97	264	105	271	97	275	117	270	102	169	115	157	134
PM Peak	-	-	17:00	17:00	16:00	17:00	17:00	17:00	16:00	17:00	16:00	17:00	14:00	16:00	12:00	13:00
Vol.	-	-	150	295	142	294	156	293	172	288	148	292	163	171	172	165

Project: CLOVE WOODS
Location: BLOOMING GROVE, NY
MC Job No. 13001417A
MACHINE B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417
C.R. 27 (NORTH OF ROUND HILL ROAD AND SOUTH OF ORCHARD LAKE DRIVE)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	27-Jan-14		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	19	10	22	6	30	9	24	8	50	15	54	21
01:00	*	*	*	*	6	2	9	9	14	4	10	5	28	15	32	12
02:00	*	*	*	*	11	6	10	2	7	8	9	5	22	8	16	8
03:00	*	*	*	*	4	11	4	14	8	11	5	12	8	7	8	3
04:00	*	*	*	*	5	48	8	56	7	52	7	52	7	21	7	10
05:00	*	*	*	*	28	121	25	121	35	118	29	120	11	21	5	21
06:00	*	*	*	*	48	184	44	175	57	185	50	181	10	61	13	34
07:00	*	*	*	*	109	**253**	98	243	100	248	102	**248**	48	103	35	46
08:00	*	*	*	*	**115**	240	**118**	**248**	126	**251**	**120**	246	62	114	71	85
09:00	*	*	*	*	89	131	105	118	96	135	97	128	82	**149**	68	137
10:00	*	*	108	125	95	109	92	128	107	132	100	124	105	146	120	130
11:00	*	*	**111**	**130**	105	109	116	115	**132**	123	116	119	**122**	130	**141**	**159**
12:00 PM	*	*	110	130	105	102	82	115	136	118	108	116	145	143	158	**162**
01:00	*	*	141	90	115	118	155	108	144	111	139	107	172	125	**179**	136
02:00	*	*	128	141	144	135	145	146	144	160	140	146	165	**155**	135	151
03:00	*	*	248	137	231	131	206	**147**	237	142	230	139	151	115	141	124
04:00	*	*	277	**155**	270	**145**	282	139	279	**166**	277	**151**	**202**	131	174	129
05:00	*	*	**307**	149	**315**	122	**306**	147	**298**	155	**306**	143	164	104	126	103
06:00	*	*	208	94	220	96	235	121	248	117	228	107	151	113	103	64
07:00	*	*	173	69	139	79	199	67	145	91	164	76	120	66	69	50
08:00	*	*	118	50	144	55	134	56	135	53	133	54	111	69	70	57
09:00	*	*	105	38	103	41	107	55	136	65	113	50	98	55	82	43
10:00	*	*	67	31	57	36	67	30	79	49	68	36	72	41	81	70
11:00	*	*	59	15	58	18	51	21	68	22	59	19	69	25	52	30
Total	0	0	2160	1354	2535	2302	2620	2387	2768	2525	2634	2392	2175	1932	1940	1785
Day	0		3514		4837		5007		5293		5026		4107		3725	
AM Peak	-	-	11:00	11:00	08:00	07:00	08:00	08:00	11:00	08:00	08:00	07:00	11:00	09:00	11:00	11:00
Vol.	-	-	111	130	115	253	118	248	132	251	120	248	122	149	141	159
PM Peak	-	-	17:00	16:00	17:00	16:00	17:00	15:00	17:00	16:00	17:00	16:00	16:00	14:00	13:00	12:00
Vol.	-	-	307	155	315	145	306	147	298	166	306	151	202	155	179	162

Project: CLOVE WOODS
Location: BLOOMING GROVE, NY
MC Job No. 13001417A
MACHINE C

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 130014170999
ROUND HILL ROAD (EAST OF TARAMAR LANE
AND WEST OF MENAYAS COURT)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	27-Jan-14		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	1	0	0	2	0	1	0	1	4	2	3	3
01:00	*	*	*	*	0	0	1	2	1	1	1	1	4	1	3	1
02:00	*	*	*	*	1	1	1	2	1	1	1	1	0	0	1	2
03:00	*	*	*	*	0	0	0	0	1	1	0	0	3	1	0	0
04:00	*	*	*	*	1	1	1	0	1	0	1	0	2	1	0	0
05:00	*	*	*	*	5	1	3	0	0	1	3	1	0	1	0	1
06:00	*	*	*	*	10	3	9	3	12	3	10	3	6	0	10	3
07:00	*	*	*	*	20	8	20	11	28	8	23	9	13	1	6	2
08:00	*	*	*	*	**48**	**22**	**50**	**25**	**68**	**28**	**55**	**25**	4	5	6	3
09:00	*	*	*	*	8	12	9	9	12	12	10	11	11	7	12	6
10:00	*	*	*	*	15	12	27	11	15	11	19	11	14	10	14	6
11:00	*	*	**15**	**19**	12	9	13	24	9	15	12	17	**22**	**14**	**25**	**17**
12:00 PM	*	*	16	15	7	12	16	13	21	13	15	13	11	19	**21**	10
01:00	*	*	13	7	18	14	9	20	17	26	14	17	12	15	12	15
02:00	*	*	22	17	**31**	17	25	18	**39**	19	**29**	18	**21**	13	10	8
03:00	*	*	16	**34**	16	**40**	**32**	**37**	10	**31**	18	**36**	13	16	11	**17**
04:00	*	*	**23**	29	17	32	19	34	19	25	20	30	11	**21**	14	7
05:00	*	*	17	24	14	21	10	19	13	25	14	22	12	11	11	13
06:00	*	*	15	16	8	12	16	16	19	20	14	16	10	6	5	6
07:00	*	*	12	7	15	7	8	9	22	10	14	8	3	9	3	5
08:00	*	*	6	10	6	9	4	9	10	12	6	10	9	12	9	4
09:00	*	*	7	5	4	12	5	5	0	11	4	8	5	2	4	6
10:00	*	*	3	5	1	4	4	8	3	9	3	6	7	7	10	13
11:00	*	*	1	5	5	6	2	6	2	3	2	5	1	4	2	4
Total	0	0	166	193	263	255	284	283	323	286	288	269	198	178	192	152
Day	0		359		518		567		609		557		376		344	
AM Peak	-	-	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00
Vol.	-	-	15	19	48	22	50	25	68	28	55	25	22	14	25	17
PM Peak	-	-	16:00	15:00	14:00	15:00	15:00	15:00	14:00	15:00	14:00	15:00	14:00	16:00	12:00	15:00
Vol.	-	-	23	34	31	40	32	37	39	31	29	36	21	21	21	17

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Project: CLOVE WOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

MACHINE D

Site Code: 13001417 111
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	20-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	36	118	35	119	55	117	42	118	56	172	63	164
01:00	*	*	*	*	10	64	14	62	17	71	14	66	29	113	49	113
02:00	*	*	*	*	22	40	14	44	32	55	23	46	33	58	27	64
03:00	*	*	*	*	51	37	43	23	48	22	47	27	32	30	27	37
04:00	*	*	*	*	218	29	200	34	196	30	205	31	80	28	46	31
05:00	*	*	*	*	432	66	422	57	416	60	423	61	147	37	85	34
06:00	*	*	*	*	634	171	590	159	532	138	585	156	196	87	146	45
07:00	*	*	*	*	**772**	314	**758**	310	**680**	289	**737**	304	317	147	201	123
08:00	*	*	*	*	668	**357**	672	339	642	318	661	338	380	233	305	188
09:00	*	*	*	*	523	343	470	297	568	334	520	325	441	331	377	286
10:00	*	*	*	*	407	355	436	335	478	345	440	345	**536**	408	455	367
11:00	*	*	**475**	**377**	468	356	452	**383**	470	**445**	466	**390**	531	**475**	**510**	**410**
12:00 PM	*	*	461	373	443	360	**462**	376	**509**	463	**469**	393	**589**	537	**544**	**486**
01:00	*	*	403	413	486	402	425	454	475	462	447	433	490	515	531	458
02:00	*	*	447	466	424	492	424	500	479	519	444	494	484	520	514	426
03:00	*	*	458	607	450	611	402	637	414	579	431	608	472	**553**	406	430
04:00	*	*	**462**	782	**490**	795	436	807	446	670	458	764	432	538	363	423
05:00	*	*	453	**799**	432	**820**	432	**931**	459	**702**	444	**813**	361	483	334	437
06:00	*	*	357	731	353	651	354	815	387	631	363	707	439	465	325	349
07:00	*	*	302	545	294	538	319	566	341	493	314	536	297	411	291	337
08:00	*	*	261	437	283	509	238	392	248	398	258	434	295	377	251	350
09:00	*	*	239	374	209	397	379	360	225	413	263	386	302	370	220	315
10:00	*	*	133	247	144	260	247	267	173	313	174	272	235	320	124	225
11:00	*	*	76	148	78	180	134	174	147	251	109	188	145	188	74	131
Total	0	0	4527	6299	8327	8265	8358	8441	8437	8118	8337	8235	7319	7396	6268	6229
Day	0		10826		16592		16799		16555		16572		14715		12497	
AM Peak	-	-	11:00	11:00	07:00	08:00	07:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00
Vol.	-	-	475	377	772	357	758	383	680	445	737	390	536	475	510	410
PM Peak	-	-	16:00	17:00	16:00	17:00	12:00	17:00	12:00	17:00	12:00	17:00	12:00	15:00	12:00	12:00
Vol.	-	-	462	799	490	820	462	931	509	702	469	813	589	553	544	486

Project: CLOVE WOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 111
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	27-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	39	83	30	86	33	121	37	128	*	*	35	104	*	*	*	*
01:00	27	59	19	57	19	55	26	58	*	*	23	57	*	*	*	*
02:00	21	33	18	27	21	41	14	37	*	*	18	34	*	*	*	*
03:00	51	22	55	32	49	22	49	22	*	*	51	24	*	*	*	*
04:00	182	27	222	27	202	38	184	31	*	*	198	31	*	*	*	*
05:00	410	59	421	60	410	68	384	75	*	*	406	66	*	*	*	*
06:00	596	147	609	143	583	153	596	148	*	*	596	148	*	*	*	*
07:00	**699**	290	**707**	250	**731**	258	**702**	281	*	*	**710**	270	*	*	*	*
08:00	697	302	643	314	650	329	689	**320**	*	*	670	316	*	*	*	*
09:00	493	280	515	303	490	323	567	278	*	*	516	296	*	*	*	*
10:00	430	324	428	**328**	449	327	47	36	*	*	338	254	*	*	*	*
11:00	423	**330**	429	328	465	**343**	*	*	*	*	439	**334**	*	*	*	*
12:00 PM	399	390	448	367	430	397	*	*	*	*	426	385	*	*	*	*
01:00	393	371	432	379	411	406	*	*	*	*	412	385	*	*	*	*
02:00	**412**	449	350	470	406	469	*	*	*	*	389	463	*	*	*	*
03:00	397	536	408	570	412	536	*	*	*	*	406	547	*	*	*	*
04:00	400	719	431	762	449	708	*	*	*	*	427	730	*	*	*	*
05:00	405	**776**	**462**	**776**	**460**	**794**	*	*	*	*	**442**	**782**	*	*	*	*
06:00	328	663	363	735	377	656	*	*	*	*	356	685	*	*	*	*
07:00	230	513	262	514	293	552	*	*	*	*	262	526	*	*	*	*
08:00	176	366	238	438	293	408	*	*	*	*	236	404	*	*	*	*
09:00	120	318	174	324	222	385	*	*	*	*	172	342	*	*	*	*
10:00	73	197	94	235	146	281	*	*	*	*	104	238	*	*	*	*
11:00	49	119	68	135	82	172	*	*	*	*	66	142	*	*	*	*
Total	7450	7373	7826	7660	8083	7842	3295	1414	0	0	7698	7563	0	0	0	0
Day	14823		15486		15925		4709		0		15261		0		0	
AM Peak	07:00	11:00	07:00	10:00	07:00	11:00	07:00	08:00	-	-	07:00	11:00	-	-	-	-
Vol.	699	330	707	328	731	343	702	320	-	-	710	334	-	-	-	-
PM Peak	14:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	17:00	17:00	-	-	-	-
Vol.	412	776	462	776	460	794	-	-	-	-	442	782	-	-	-	-

Comb. Total	14823	26312	32517	21508	16555	31833	14715	12497

ADT ADT 15,436 AADT 15,436

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 888
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	27-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	54	141	54	141	51	145	106	161
01:00	*	*	*	*	*	*	*	*	33	83	33	83	27	80	38	96
02:00	*	*	*	*	*	*	*	*	18	49	18	49	25	56	22	45
03:00	*	*	*	*	*	*	*	*	37	28	37	28	27	46	16	32
04:00	*	*	*	*	*	*	*	*	156	28	156	28	59	24	42	29
05:00	*	*	*	*	*	*	*	*	332	59	332	59	96	36	73	32
06:00	*	*	*	*	*	*	*	*	485	138	485	138	180	69	123	47
07:00	*	*	*	*	*	*	*	*	606	222	606	222	265	142	175	118
08:00	*	*	*	*	*	*	*	*	**630**	319	**630**	319	382	221	273	145
09:00	*	*	*	*	*	*	*	*	523	349	523	349	453	308	330	231
10:00	*	*	*	*	*	*	*	*	441	319	441	319	433	359	408	**360**
11:00	*	*	*	*	*	*	**462**	**379**	507	**391**	484	**385**	**505**	**418**	**431**	343
12:00 PM	*	*	*	*	*	*	**459**	410	**477**	442	**468**	426	**477**	463	436	446
01:00	*	*	*	*	*	*	438	430	472	458	455	444	454	564	**490**	444
02:00	*	*	*	*	*	*	381	480	442	499	412	490	419	557	435	**517**
03:00	*	*	*	*	*	*	392	505	430	598	411	552	417	598	365	488
04:00	*	*	*	*	*	*	429	**675**	454	589	442	632	383	529	341	430
05:00	*	*	*	*	*	*	429	669	351	**689**	390	**679**	411	453	359	375
06:00	*	*	*	*	*	*	408	662	339	670	374	666	388	358	315	337
07:00	*	*	*	*	*	*	315	619	290	467	302	543	385	331	286	359
08:00	*	*	*	*	*	*	239	510	221	388	230	449	417	330	287	307
09:00	*	*	*	*	*	*	226	365	204	343	215	354	310	254	276	293
10:00	*	*	*	*	*	*	142	286	151	290	146	288	240	**605**	313	271
11:00	*	*	*	*	*	*	75	176	92	204	84	190	162	302	174	201
Total	0	0	0	0	0	0	4395	6166	7745	7763	7728	7833	6966	7248	6114	6107
Day	0		0		0		10561		15508		15561		14214		12221	
AM Peak	-	-	-	-	-	-	11:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	10:00
Vol.	-	-	-	-	-	-	462	379	630	391	630	385	505	418	431	360
PM Peak	-	-	-	-	-	-	12:00	16:00	12:00	17:00	12:00	17:00	12:00	22:00	13:00	14:00
Vol.	-	-	-	-	-	-	459	675	477	689	468	679	477	605	490	517

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 888
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	04-Jul-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	73	130	42	73	41	107	30	113	47	121	47	109	51	147	61	126
01:00	39	91	30	68	22	66	18	63	24	60	27	70	32	89	36	88
02:00	34	36	24	29	12	34	21	49	16	38	21	37	21	63	20	55
03:00	19	28	50	30	33	30	35	30	34	38	34	31	32	43	22	32
04:00	50	23	147	16	166	29	158	31	143	35	133	27	58	22	44	27
05:00	79	15	327	54	359	67	377	59	338	61	296	51	109	39	69	28
06:00	123	41	505	110	582	133	525	138	510	134	449	111	191	62	126	41
07:00	120	74	**664**	220	640	236	**655**	267	623	240	540	207	275	131	145	97
08:00	214	118	641	320	**645**	321	634	306	**626**	329	**552**	279	320	217	201	170
09:00	275	153	505	276	548	325	531	307	554	308	483	274	365	259	359	266
10:00	365	245	419	301	471	**359**	432	327	457	342	429	315	440	349	373	342
11:00	**398**	**359**	460	**323**	409	345	440	**342**	449	**372**	431	**348**	**469**	**401**	**467**	**388**
12:00 PM	370	348	428	391	**441**	408	400	398	419	452	412	399	**483**	473	545	**465**
01:00	**476**	**405**	**457**	398	399	372	382	371	**449**	414	**433**	392	480	465	**547**	430
02:00	402	367	358	507	379	428	**411**	435	411	444	392	436	386	481	441	433
03:00	352	340	429	519	384	558	378	508	435	521	396	489	408	495	379	384
04:00	316	378	447	694	415	653	376	646	447	586	400	591	393	**531**	367	394
05:00	306	301	418	**823**	404	**789**	394	**728**	441	659	393	**660**	386	427	332	385
06:00	290	330	371	741	383	687	349	689	389	**672**	356	624	381	376	346	381
07:00	247	302	296	521	299	524	283	545	294	497	284	478	302	360	278	327
08:00	252	299	253	413	242	459	234	394	255	410	247	395	241	311	239	322
09:00	186	196	191	326	229	407	228	362	195	349	206	328	230	294	217	276
10:00	186	188	122	240	129	238	124	258	133	285	139	242	190	254	137	210
11:00	116	157	69	154	64	159	69	174	76	207	79	170	87	179	72	142
Total	5288	4924	7653	7547	7696	7734	7484	7540	7765	7574	7179	7063	6330	6468	5823	5809
Day	10212		15200		15430		15024		15339		14242		12798		11632	
AM Peak	11:00	11:00	07:00	11:00	08:00	10:00	07:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00
Vol.	398	359	664	323	645	359	655	342	626	372	552	348	469	401	467	388
PM Peak	13:00	13:00	13:00	17:00	12:00	17:00	14:00	17:00	13:00	18:00	13:00	17:00	12:00	16:00	13:00	12:00
Vol.	476	405	457	823	441	789	411	728	449	672	433	660	483	531	547	465

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 888
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	11-Jul-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	44	82	36	118	38	113	*	*	*	*	39	104	*	*	*	*
01:00	20	37	16	56	22	54	*	*	*	*	19	49	*	*	*	*
02:00	16	26	25	35	18	40	*	*	*	*	20	34	*	*	*	*
03:00	42	21	41	27	41	39	*	*	*	*	41	29	*	*	*	*
04:00	169	30	158	32	160	28	*	*	*	*	162	30	*	*	*	*
05:00	366	52	390	51	366	65	*	*	*	*	374	56	*	*	*	*
06:00	532	143	542	136	543	136	*	*	*	*	539	138	*	*	*	*
07:00	**678**	227	**682**	255	**695**	283	*	*	*	*	**685**	255	*	*	*	*
08:00	667	329	670	331	670	321	*	*	*	*	669	327	*	*	*	*
09:00	559	281	539	294	545	327	*	*	*	*	548	301	*	*	*	*
10:00	422	307	409	319	482	308	*	*	*	*	438	311	*	*	*	*
11:00	392	**365**	472	**338**	411	**364**	*	*	*	*	425	**356**	*	*	*	*
12:00 PM	408	387	407	400	**17**	**13**	*	*	*	*	277	267	*	*	*	*
01:00	412	398	401	407	*	*	*	*	*	*	406	402	*	*	*	*
02:00	400	448	398	451	*	*	*	*	*	*	399	450	*	*	*	*
03:00	415	569	385	540	*	*	*	*	*	*	400	554	*	*	*	*
04:00	428	695	429	705	*	*	*	*	*	*	428	700	*	*	*	*
05:00	**475**	**767**	**436**	**851**	*	*	*	*	*	*	**456**	**809**	*	*	*	*
06:00	363	766	361	758	*	*	*	*	*	*	362	762	*	*	*	*
07:00	285	549	315	568	*	*	*	*	*	*	300	558	*	*	*	*
08:00	239	456	248	417	*	*	*	*	*	*	244	436	*	*	*	*
09:00	160	335	206	389	*	*	*	*	*	*	183	362	*	*	*	*
10:00	124	209	150	231	*	*	*	*	*	*	137	220	*	*	*	*
11:00	64	153	69	158	*	*	*	*	*	*	66	156	*	*	*	*
Total	7680	7632	7785	7867	4008	2091	0	0	0	0	7617	7666	0	0	0	0
Day	15312		15652		6099		0		0		15283		0		0	
AM Peak	07:00	11:00	07:00	11:00	07:00	11:00	-	-	-	-	07:00	11:00	-	-	-	-
Vol.	678	365	682	338	695	364	-	-	-	-	685	356	-	-	-	-
PM Peak	17:00	17:00	17:00	17:00	12:00	12:00	-	-	-	-	17:00	17:00	-	-	-	-
Vol.	475	767	436	851	17	13	-	-	-	-	456	809	-	-	-	-

Comb. Total	25524		30852		21529		25585		30847		45086		27012	23853
ADT	ADT 14,122		AADT 14,122											

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 1010
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	05-Sep-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	57	139	78	137
01:00	*	*	*	*	*	*	*	*	*	*	*	*	27	68	38	80
02:00	*	*	*	*	*	*	*	*	*	*	*	*	21	54	20	51
03:00	*	*	*	*	*	*	*	*	*	*	*	*	26	31	16	25
04:00	*	*	*	*	*	*	*	*	*	*	*	*	68	27	54	30
05:00	*	*	*	*	*	*	*	*	*	*	*	*	121	34	85	20
06:00	*	*	*	*	*	*	*	*	*	*	*	*	207	73	109	50
07:00	*	*	*	*	*	*	*	*	*	*	*	*	322	155	187	118
08:00	*	*	*	*	*	*	*	*	*	*	*	*	377	244	266	168
09:00	*	*	*	*	*	*	*	*	*	*	*	*	434	296	350	228
10:00	*	*	*	*	*	*	*	*	*	*	*	*	**546**	391	425	344
11:00	*	*	*	*	*	*	*	*	**409**	**326**	**409**	**326**	530	**422**	**509**	**383**
12:00 PM	*	*	*	*	*	*	*	*	436	422	436	422	517	496	**558**	**464**
01:00	*	*	*	*	*	*	*	*	398	401	398	401	**547**	522	523	445
02:00	*	*	*	*	*	*	*	*	417	504	417	504	474	513	443	432
03:00	*	*	*	*	*	*	*	*	**493**	605	**493**	605	444	498	360	448
04:00	*	*	*	*	*	*	*	*	448	736	448	736	384	**539**	383	454
05:00	*	*	*	*	*	*	*	*	492	**822**	492	**822**	403	536	297	403
06:00	*	*	*	*	*	*	*	*	410	643	410	643	398	423	328	382
07:00	*	*	*	*	*	*	*	*	309	541	309	541	346	402	242	362
08:00	*	*	*	*	*	*	*	*	260	429	260	429	244	400	231	319
09:00	*	*	*	*	*	*	*	*	166	348	166	348	193	319	170	256
10:00	*	*	*	*	*	*	*	*	135	286	135	286	200	251	92	160
11:00	*	*	*	*	*	*	*	*	91	197	91	197	101	189	49	96
Total	0	0	0	0	0	0	0	0	4464	6260	4464	6260	6987	7022	5813	5855
Day	0		0		0		0		10724		10724		14009		11668	
AM Peak	-	-	-	-	-	-	-	-	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	409	326	409	326	546	422	509	383
PM Peak	-	-	-	-	-	-	-	-	15:00	17:00	15:00	17:00	13:00	16:00	12:00	12:00
Vol.	-	-	-	-	-	-	-	-	493	822	493	822	547	539	558	464

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 1010
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	12-Sep-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	25	57	20	74	22	105	18	106	32	114	23	91	*	*	*	*
01:00	20	35	12	49	18	57	10	44	15	52	15	47	*	*	*	*
02:00	14	26	18	30	18	39	13	30	9	32	14	31	*	*	*	*
03:00	37	20	32	37	38	28	35	34	28	24	34	29	*	*	*	*
04:00	158	24	166	27	159	21	167	27	166	39	163	28	*	*	*	*
05:00	389	63	439	59	415	69	402	63	379	61	405	63	*	*	*	*
06:00	616	187	662	159	626	152	633	153	581	147	624	160	*	*	*	*
07:00	**780**	408	**788**	342	**795**	328	**803**	**337**	**721**	325	**777**	348	*	*	*	*
08:00	754	**432**	684	**368**	698	**352**	670	306	684	317	698	**355**	*	*	*	*
09:00	509	290	513	254	509	265	538	296	498	318	513	285	*	*	*	*
10:00	425	312	407	314	383	328	414	290	469	333	420	315	*	*	*	*
11:00	389	372	401	341	402	341	369	336	411	**386**	394	355	*	*	*	*
12:00 PM	419	388	427	327	385	321	395	342	**41**	**37**	333	283	*	*	*	*
01:00	403	391	370	396	352	385	331	356	*	*	364	382	*	*	*	*
02:00	382	427	384	477	400	432	401	497	*	*	392	458	*	*	*	*
03:00	444	572	428	538	426	574	421	565	*	*	430	562	*	*	*	*
04:00	**483**	764	**460**	799	**490**	735	479	757	*	*	**478**	764	*	*	*	*
05:00	460	**802**	458	**916**	454	**812**	**498**	**871**	*	*	468	**850**	*	*	*	*
06:00	443	695	422	750	386	721	386	801	*	*	409	742	*	*	*	*
07:00	352	614	311	596	246	561	311	574	*	*	305	586	*	*	*	*
08:00	235	405	220	409	227	435	257	431	*	*	235	420	*	*	*	*
09:00	152	301	176	308	156	328	211	344	*	*	174	320	*	*	*	*
10:00	90	182	86	210	92	229	104	250	*	*	93	218	*	*	*	*
11:00	40	113	56	139	46	121	50	148	*	*	48	130	*	*	*	*
Total	8019	7880	7940	7919	7743	7739	7916	7958	4034	2185	7809	7822	0	0	0	0
Day	15899		15859		15482		15874		6219		15631		0		0	
AM Peak	07:00	08:00	07:00	08:00	07:00	08:00	07:00	07:00	07:00	11:00	07:00	08:00	-	-	-	-
Vol.	780	432	788	368	795	352	803	337	721	386	777	355	-	-	-	-
PM Peak	16:00	17:00	16:00	17:00	16:00	17:00	17:00	17:00	12:00	12:00	16:00	17:00	-	-	-	-
Vol.	483	802	460	916	490	812	498	871	41	37	478	850	-	-	-	-

Comb. Total	15899	15859	15482	15874	16943	26355	14009	11668
ADT	ADT 14,885	AADT 14,885						

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 555
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	12-Sep-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	41	119	53	135
01:00	*	*	*	*	*	*	*	*	*	*	*	*	29	61	22	81
02:00	*	*	*	*	*	*	*	*	*	*	*	*	21	38	21	59
03:00	*	*	*	*	*	*	*	*	*	*	*	*	28	33	20	33
04:00	*	*	*	*	*	*	*	*	*	*	*	*	78	27	36	19
05:00	*	*	*	*	*	*	*	*	*	*	*	*	126	34	78	25
06:00	*	*	*	*	*	*	*	*	*	*	*	*	204	70	115	47
07:00	*	*	*	*	*	*	*	*	*	*	*	*	326	152	184	101
08:00	*	*	*	*	*	*	*	*	*	*	*	*	370	252	286	199
09:00	*	*	*	*	*	*	*	*	*	*	*	*	452	347	370	252
10:00	*	*	*	*	*	*	*	*	*	*	*	*	**510**	374	416	322
11:00	*	*	*	*	*	*	*	*	*	*	*	*	491	**434**	**478**	**417**
12:00 PM	*	*	*	*	*	*	*	*	449	417	449	417	**543**	456	**545**	**456**
01:00	*	*	*	*	*	*	*	*	403	434	403	434	464	445	488	399
02:00	*	*	*	*	*	*	*	*	451	581	451	581	423	495	458	424
03:00	*	*	*	*	*	*	*	*	483	693	483	693	404	**566**	355	380
04:00	*	*	*	*	*	*	*	*	**500**	728	**500**	728	476	537	310	397
05:00	*	*	*	*	*	*	*	*	500	**791**	500	**791**	395	524	337	380
06:00	*	*	*	*	*	*	*	*	443	619	443	619	394	409	329	358
07:00	*	*	*	*	*	*	*	*	344	508	344	508	301	370	270	322
08:00	*	*	*	*	*	*	*	*	245	418	245	418	240	346	169	272
09:00	*	*	*	*	*	*	*	*	180	356	180	356	201	311	121	233
10:00	*	*	*	*	*	*	*	*	153	265	153	265	166	252	78	148
11:00	*	*	*	*	*	*	*	*	83	191	83	191	95	182	47	85
Total	0	0	0	0	0	0	0	0	4234	6001	4234	6001	6778	6834	5586	5544
Day	0		0		0		0		10235		10235		13612		11130	
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	10:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	510	434	478	417
PM Peak	-	-	-	-	-	-	-	-	16:00	17:00	16:00	17:00	12:00	15:00	12:00	12:00
Vol.	-	-	-	-	-	-	-	-	500	791	500	791	543	566	545	456

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 13001417 555
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start	19-Sep-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	19	45	22	77	24	94	16	92	27	100	22	82	*	*	*	*
01:00	14	36	13	60	14	53	18	53	15	51	15	51	*	*	*	*
02:00	12	14	19	22	18	28	19	26	19	36	17	25	*	*	*	*
03:00	59	19	53	26	55	22	48	23	48	28	53	24	*	*	*	*
04:00	214	26	194	29	217	29	188	34	188	34	200	30	*	*	*	*
05:00	446	57	457	78	445	68	457	72	420	69	445	69	*	*	*	*
06:00	630	170	649	168	613	178	620	182	583	172	619	174	*	*	*	*
07:00	**792**	336	**789**	**322**	**800**	353	**823**	**342**	**758**	**324**	**792**	**335**	*	*	*	*
08:00	696	**337**	685	319	713	**378**	655	310	671	323	684	333	*	*	*	*
09:00	454	321	452	298	490	271	475	271	480	293	470	291	*	*	*	*
10:00	390	330	411	297	413	315	394	324	341	245	390	302	*	*	*	*
11:00	366	327	378	312	398	344	409	310	*	*	388	323	*	*	*	*
12:00 PM	352	355	385	331	421	366	383	352	*	*	385	351	*	*	*	*
01:00	348	330	350	391	376	371	348	385	*	*	356	369	*	*	*	*
02:00	404	474	375	483	403	488	425	473	*	*	402	480	*	*	*	*
03:00	429	558	405	591	432	592	437	558	*	*	426	575	*	*	*	*
04:00	438	747	**496**	780	**483**	753	**483**	809	*	*	**475**	772	*	*	*	*
05:00	**456**	**852**	448	**898**	468	**934**	479	**814**	*	*	463	**874**	*	*	*	*
06:00	348	723	389	744	414	756	421	745	*	*	393	742	*	*	*	*
07:00	244	501	291	565	319	551	299	577	*	*	288	548	*	*	*	*
08:00	200	342	230	379	224	387	252	423	*	*	226	383	*	*	*	*
09:00	142	286	160	327	160	320	182	373	*	*	161	326	*	*	*	*
10:00	92	157	91	187	84	206	93	212	*	*	90	190	*	*	*	*
11:00	47	106	52	112	40	126	63	124	*	*	50	117	*	*	*	*
Total	7592	7449	7794	7796	8024	7983	7987	7884	3550	1675	7810	7766	0	0	0	0
Day	15041		15590		16007		15871		5225		15576		0		0	
AM Peak	07:00	08:00	07:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-
Vol.	792	337	789	322	800	378	823	342	758	324	792	335	-	-	-	-
PM Peak	17:00	17:00	16:00	17:00	16:00	17:00	16:00	17:00	-	-	16:00	17:00	-	-	-	-
Vol.	456	852	496	898	483	934	483	814	-	-	475	874	-	-	-	-

Comb. Total	15041	15590	16007	15871	15460	25811	13612	11130
ADT	ADT 14,784	AADT 14,784						

STATION: **830031**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 208** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 22
DATE OF COUNT: 05/31/2011
NOTES LANE 1: NB Travel Lane

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

FROM: **RTS 6&17**
REC. SERIAL #: 9540
PLACEMENT: 300 ft N of Duelk Ave
@ REF MARKER: 208 83011026
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 27 CLOVE RD**
FUNC. CLASS: 16
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R08CWW23bVol

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
LION#:
BIN: 1003300
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
31	T														**433**	**538**	**686**	**849**	**879**	**836**	**669**	**507**	**421**	**256**	**147**			
1	W	**111**	**63**	**44**	**29**	**31**	**56**	**164**	**272**	**320**	**330**	**357**	**374**	**413**	**427**	**526**	**676**	**819**	**866**	**831**	**620**	**482**	**412**	**311**	**157**	8691	866	17
2	T	**110**	**60**	**31**	**29**	**26**	**55**	**152**	**303**	**313**	**310**	**343**	**341**	**406**	**413**	**501**	**626**	**873**	**904**	**822**	**734**	**546**	**493**	**282**	**168**	8841	904	17
3	F	**121**	**80**	**32**	**25**	**26**	**54**	**153**	**263**	**308**	**343**	**421**	**436**	**440**	**498**	**537**	**696**	**800**	**836**	**798**	**631**	**529**	**478**	**358**	**279**	9142	836	17
4	S	**188**	**98**	**67**	**41**	**27**	**44**	**76**	**168**	**297**	**340**	**483**	**563**	**657**	**657**	**663**	**612**	**585**	**575**	**488**	**438**	**431**	**418**	**295**	**258**	8469	663	14
5	S	**160**	**102**	**53**	**38**	**14**	**29**	**67**	**115**	**205**	**282**	**359**	**419**	**583**	**485**	**464**	**555**	**469**	**476**	**398**	**413**	**390**	**327**	**213**	**123**	6739	583	12
6	M	**79**	**51**	**22**	**16**	**26**	**54**	**149**	**260**	**327**	**354**	**332**	**344**	**396**														

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
112	**67**	**35**	**28**	**28**	**54**	**152**	**270**	**312**	**329**	**358**	**368**	**399**	**418**	**514**	**653**	**834**	**870**	**818**	**664**	**504**	**435**	**279**	**155**	**8656**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	144	4	78	870	10%	0.985	1.091

ESTIMATED (one way)

AADT
7934

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 208** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 22
DATE OF COUNT: 05/31/2011
NOTES LANE 1: SB Travel Lane

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

FROM: **RTS 6&17**
REC. SERIAL #: 9558
PLACEMENT: 300 ft N of Duelk Ave
@ REF MARKER: 208 83011026
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **CR 27 CLOVE RD**
FUNC. CLASS: 16
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R08CWW23bVol

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
LION#:
BIN: 1003300
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
31	T														**450**	**472**	**483**	**521**	**422**	**384**	**348**	**273**	**158**	**112**	**71**			
1	W	**27**	**12**	**19**	**50**	**151**	**477**	**731**	**908**	**804**	**641**	**489**	**466**	**474**	**404**	**450**	**442**	**447**	**429**	**380**	**289**	**270**	**196**	**137**	**63**	8756	908	7
2	T	**31**	**14**	**20**	**35**	**166**	**450**	**711**	**928**	**796**	**651**	**461**	**436**	**464**	**445**	**438**	**492**	**484**	**467**	**442**	**335**	**256**	**200**	**134**	**63**	8919	928	7
3	F	**26**	**20**	**14**	**38**	**167**	**423**	**661**	**884**	**800**	**658**	**494**	**541**	**480**	**438**	**534**	**524**	**516**	**473**	**507**	**362**	**300**	**220**	**172**	**107**	9359	884	7
4	S	**63**	**36**	**26**	**40**	**68**	**140**	**247**	**439**	**458**	**519**	**612**	**606**	**614**	**618**	**582**	**518**	**494**	**476**	**473**	**328**	**291**	**275**	**189**	**143**	8255	618	13
5	S	**62**	**50**	**26**	**30**	**41**	**81**	**163**	**224**	**320**	**432**	**497**	**585**	**596**	**582**	**504**	**465**	**429**	**352**	**316**	**277**	**234**	**203**	**122**	**71**	6662	596	12
6	M	**29**	**20**	**19**	**32**	**156**	**485**	**732**	**896**	**853**	**609**	**472**	**426**	**476**														

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
28	**15**	**18**	**40**	**159**	**443**	**698**	**890**	**801**	**630**	**472**	**460**	**464**	**427**	**446**	**465**	**477**	**432**	**396**	**319**	**262**	**182**	**126**	**65**	**8715**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	144	4	78	890	10%	0.985	1.091

ESTIMATED (one way)

AADT
7988

STATION: 830522

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	NY208	FROM:	CR 27 CLOVE RD	TO:	RT 94 WASHINGTONVILLE	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	1, 5	REF. MARKER:	208 83011054	FUNC. CLASS:	16 - U Minor Arterial	MUNI:	Blooming Grove-Town-0078
ST DIR CODE:	1, 2	END MILEPOST:	7.41	FACTOR GROUP:	30	BIN:	1040550
DOT ID:	100156	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	11/29/2012	WEEK OF YEAR:	48	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.4 MI N OF ROUND HILL RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Axle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-jh	BATCH ID:	DOT-R08CWW48b	SPEED LIMIT:	55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
11/29, Thu											377	421	452	459	572	673	706	786	643	501	382	272	181	111	6536		
11/30, Fri	84	39	9	0	0	0	0	0	7	460	444	485	430	464	620	712	738	669	561	446	308	321	59		6856		
12/01, Sat										419	485	495	527	511	508	492	498	483	443	345	287	264	237	166	6297		
12/02, Sun	127	87	35	36	45	65	109	176	269	348	408	470	510	495	458	429	462	425	340	282	277	216	129	75	6273	510	12-13
12/03, Mon	32	27	20	35	133	302	486	618	608	424	382	379	414	429	550	606	665	682	562	436	290	200	130	87	8497	682	17-18
12/04, Tue	54	33	22	29	134	294	511	571	607	418	380	387	396	389	511	626	644	670	550	411	297	261	149	85	8429	670	17-18
12/05, Wed	46	28	19	32	131	294	483	551	594	377	332	355	363	375											3980		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	60	33	16	20	87	193	364	428	447	413	377	399	400	406	536	625	661	701	576	442	318	240	151	93	7986		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
6	138	3	82	701	8.8	463	11.2	312	8.1	8448	4413	4035

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
11	0.97					1.16	1.01		0.98
12	0.94	1.51	1.51	1.51	0.90			1.15	0.98

STATION: 830522

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	NY208	FROM: CR 27 CLOVE RD	TO: RT 94 WASHINGTONVILLE	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	1	REF. MARKER: 208 83011054	FUNC. CLASS: 16 - U Minor Arterial	MUNI:	Blooming Grove-Town-0078
ST DIR CODE:	1, 2	END MILEPOST: 7.41	FACTOR GROUP: 30	BIN:	1040550
DOT ID:	100156	LANES BY DIR: 1 North	CC STN:	RR CROSSING:	
BEGIN DATE:	11/29/2012	WEEK OF YEAR: 48	ADDL DATA:	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT: 0.4 MI N OF ROUND HILL RD	JURISDICTION: 01-NYSDOT	1 WAY CODE:	
NOTES 2:				COUNT TYPE:	Axle
TAKEN BY:	TST-AJW	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08CWW48b	SPEED LIMIT:	55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
11/29, Thu											**152**	**185**	**225**	**224**	**285**	**412**	**439**	**505**	**443**	**358**	**271**	**204**	**119**	**80**	3902		
11/30, Fri	**59**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**157**	**180**	**231**	**200**	**237**	**346**	**431**	**453**	**427**	**344**	**307**	**216**	**209**	**0**		3831		
12/01, Sat										**142**	**215**	**232**	**245**	**245**	**240**	**271**	**332**	**271**	**207**	**196**	**158**	**161**	**168**	**112**	3332		
12/02, Sun	**92**	**58**	**29**	**25**	**16**	**16**	**39**	**71**	**90**	**140**	**171**	**218**	**194**	**220**	**223**	**199**	**259**	**271**	**201**	**186**	**195**	**139**	**79**	**38**	3169	271	17-18
12/03, Mon	**25**	**22**	**13**	**10**	**16**	**28**	**85**	**159**	**186**	**142**	**168**	**171**	**191**	**221**	**277**	**388**	**421**	**456**	**394**	**301**	**206**	**135**	**96**	**64**	4175	456	17-18
12/04, Tue	**41**	**24**	**13**	**9**	**19**	**36**	**94**	**160**	**177**	**148**	**160**	**181**	**174**	**191**	**280**	**379**	**393**	**450**	**392**	**290**	**198**	**171**	**108**	**59**	4147	450	17-18
12/05, Wed	**35**	**25**	**14**	**12**	**23**	**38**	**90**	**154**	**202**	**129**	**140**	**162**	**147**	**205**											1376		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	45	**24**	**11**	**7**	**14**	**24**	**66**	**116**	**139**	**142**	**157**	**183**	**181**	**207**	**276**	**387**	**411**	**463**	**403**	**311**	**221**	**167**	**106**	**67**	4130		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	ESTIMATED AADT North	ESTIMATED AADT South
6	138	3	82	701	8.8	463	11.2	312	8.1	8448	4413	4035

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
11	0.97					1.16	1.01		0.98
12	0.94	1.51	1.51	1.51	0.90			1.15	0.98

STATION: 830522

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD:	NY208	FROM:	CR 27 CLOVE RD	TO:	RT 94 WASHINGTONVILLE	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	5	REF. MARKER:	208 83011054	FUNC. CLASS:	16 - U Minor Arterial	MUNI:	Blooming Grove-Town-0078
ST DIR CODE:	1, 2	END MILEPOST:	7.41	FACTOR GROUP:	30	BIN:	1040550
DOT ID:	100156	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	11/29/2012	WEEK OF YEAR:	48	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	0.4 MI N OF ROUND HILL RD	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Axle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-jh	BATCH ID:	DOT-R08CWW48b	SPEED LIMIT:	55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
11/29, Thu											**225**	**236**	**227**	**235**	**287**	**261**	**267**	**281**	**200**	**143**	**111**	**68**	**62**	**31**	2634		
11/30, Fri	**25**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**303**	**264**	**254**	**230**	**227**	**274**	**281**	**285**	**242**	**217**	**139**	**92**	**112**	**59**		3025		
12/01, Sat										**277**	**270**	**263**	**282**	**266**	**268**	**221**	**166**	**212**	**236**	**149**	**129**	**103**	**69**	**54**	2965		
12/02, Sun	**35**	**29**	**6**	**11**	**29**	**49**	**70**	**105**	**179**	**208**	**237**	**252**	**316**	**275**	**235**	**230**	**203**	**154**	**139**	**96**	**82**	**77**	**50**	**37**	3104	316	12-13
12/03, Mon	**7**	**5**	**7**	**25**	**117**	**274**	**401**	**459**	**422**	**282**	**214**	**208**	**223**	**208**	**273**	**218**	**244**	**226**	**168**	**135**	**84**	**65**	**34**	**23**	4322	459	07-08
12/04, Tue	**13**	**9**	**9**	**20**	**115**	**258**	**417**	**411**	**430**	**270**	**220**	**206**	**222**	**198**	**231**	**247**	**251**	**220**	**158**	**121**	**99**	**90**	**41**	**26**	4282	430	08-09
12/05, Wed	**11**	**3**	**5**	**20**	**108**	**256**	**393**	**397**	**392**	**248**	**192**	**193**	**216**	**170**											2604		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	16	**9**	**5**	**13**	**73**	**169**	**298**	**312**	**307**	**271**	**219**	**216**	**218**	**200**	**259**	**238**	**250**	**238**	**173**	**131**	**96**	**73**	**45**	**26**	3856		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
6	138	3	82	701	8.8	463	11.2	312	8.1	8448	4413	4035

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
11	0.97					1.16	1.01		0.98
12	0.94	1.51	1.51	1.51	0.90			1.15	0.98

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 208** ROAD NAME: **208**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 18
DATE OF COUNT: 04/28/2008
NOTES LANE 1: Week 18-Nb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **CR 27 CLOVE RD**
REC. SERIAL #: 3967
PLACEMENT: 200' N of Bames Rd
@ REF MARKER: 208 83011056
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **RT 94 WASHINGTONVILLE**
FUNC. CLASS: 16
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww18

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
BIN: 1040550
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
28	M														**222**	**244**	**388**	**465**	**493**	**426**	**282**	**207**	**155**	**93**	**64**			
29	T	**68**	**18**	**16**	**16**	**24**	**31**	**114**	**225**	**215**	**170**	**202**	**204**	**209**	**213**	**280**	**415**	**510**	**544**	**512**	**299**	**245**	**179**	**107**	**82**	4898	544	17
30	W	**48**	**25**	**21**	**18**	**20**	**40**	**118**	**203**	**248**	**144**	**172**	**224**	**228**	**217**	**300**	**424**	**463**	**522**	**466**	**358**	**242**	**193**	**151**	**83**	4928	522	17
1	T	**58**	**24**	**15**	**9**	**27**	**32**	**138**	**207**	**227**	**196**	**197**	**208**	**233**														

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
57	**22**	**17**	**14**	**24**	**33**	**121**	**208**	**226**	**167**	**187**	**208**	**219**	**213**	**270**	**402**	**471**	**511**	**460**	**308**	**227**	**173**	**115**	**75**	**4728**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	**ESTIMATED (one way)**
4	72	4	72	511	11%	0.983	1.052	**AADT 4494**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 208** ROAD NAME: **208**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 18
DATE OF COUNT: 04/28/2008
NOTES LANE 1: Week 18-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **CR 27 CLOVE RD**
REC. SERIAL #: 3967
PLACEMENT: 200' N of Bames Rd
@ REF MARKER: 208 83011056
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: jh

TO: **RT 94 WASHINGTONVILLE**
FUNC. CLASS: 16
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: R08-R08Cww18

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
BIN: 1040550
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
28	M														**201**	**257**	**251**	**213**	**226**	**151**	**121**	**87**	**94**	**52**	**34**			
29	T	**16**	**10**	**16**	**32**	**116**	**337**	**460**	**546**	**430**	**272**	**225**	**249**	**226**	**211**	**319**	**283**	**219**	**276**	**190**	**153**	**128**	**97**	**61**	**28**	4900	546	7
30	W	**9**	**13**	**8**	**28**	**106**	**330**	**444**	**523**	**449**	**334**	**220**	**228**	**274**	**240**	**290**	**257**	**276**	**255**	**216**	**181**	**144**	**121**	**76**	**22**	5044	523	7
1	T	**15**	**10**	**11**	**31**	**118**	**334**	**455**	**529**	**495**	**294**	**215**	**237**	**245**														

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

13	11	12	29	111	328	445	524	450	295	216	234	244	213	284	260	232	248	183	149	118	102	62	28	ADT 4791

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	524	11%	0.983	1.052

ESTIMATED (one way)

AADT
4554

New York State Department of Transportation

Roadway Traffic Count Hourly Report

STATION: 836012

ROUTE/ROAD:	CLOVE RD	FROM:	SR 208	TO:	ROUND HILL RD	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	South Blooming Grove-Village-15i
ST DIR CODE:	1, 2	END MILEPOST:	.94	FACTOR GROUP:	30	BIN:	3360210
DOT ID:	258183	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	5/14/2013	WEEK OF YEAR:	20	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:		PLACEMENT:	BIN 3360210	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	DOT-HWM	PROCESSED BY:	DOT-	BATCH ID:	DOT-R08WW19by	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
5/14, Tue															**271**	**311**	**398**	**436**	**403**	**289**	**261**	**165**	**102**	**56**	2692		
5/15, Wed	**41**	**16**	**15**	**21**	**62**	**160**	**245**	**360**	**357**	**235**	**259**	**206**	**223**	**258**	**256**	**308**	**404**	**456**	**405**	**323**	**236**	**183**	**110**	**59**	5198	456	17-18
5/16, Thu	**54**	**23**	**7**	**18**	**64**	**170**	**257**	**360**	**307**	**248**	**212**	**225**	**249**	**257**	**287**	**332**	**365**	**434**	**383**	**298**	**227**	**206**	**105**	**73**	5161	434	17-18
5/17, Fri	**37**	**26**	**18**	**19**	**62**	**144**	**245**	**360**	**327**	**248**	**239**	**233**	**258**	**291**	**288**	**338**	**407**	**457**	**404**	**321**	**285**	**226**	**152**	**108**	5493	457	17-18
5/18, Sat	**92**	**35**	**21**	**10**	**32**	**42**	**108**	**176**	**237**	**275**	**262**	**304**	**320**	**305**	**316**	**295**	**311**	**303**	**270**	**252**	**237**	**189**	**146**	**98**	4636	320	12-13
5/19, Sun	**63**	**34**	**34**	**21**	**27**	**37**	**67**	**94**	**132**	**207**	**225**	**288**	**309**	**289**	**314**	**270**	**296**	**261**	**224**	**201**	**199**	**131**	**67**	**53**	3843	314	14-15
5/20, Mon	**30**	**22**	**13**	**20**	**62**	**157**	**243**	**383**	**334**	**214**	**226**	**234**	**230**	**245**	**278**	**332**	**387**	**427**	**370**	**262**	**216**	**172**	**112**	**80**	5049	427	17-18
5/21, Tue	**28**	**17**	**8**	**20**	**74**	**164**	**251**	**344**	**334**																1240		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	40	**21**	**12**	**20**	**66**	**160**	**248**	**361**	**332**	**236**	**234**	**225**	**234**	**253**	**273**	**321**	**389**	**438**	**390**	**293**	**235**	**182**	**107**	**67**	5135		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	163	4	97	438	8.5	253	9.9	273	10.5

ESTIMATED AADT		
Roadway	North	South
4935	2355	2392

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: 836012

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	CLOVE RD	FROM:	SR 208	TO:	ROUND HILL RD	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	17 - U Major Collector	MUNI:	South Blooming Grove-Village-151
ST DIR CODE:	1, 2	END MILEPOST:	.94	FACTOR GROUP:	30	BIN:	3360210
DOT ID:	258183	LANES BY DIR:	1 ~~North~~ SOUTH	CC STN:		RR CROSSING:	
BEGIN DATE:	5/14/2013	WEEK OF YEAR:	20	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:		PLACEMENT:	BIN 3360210	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	DOT-HWM	PROCESSED BY:	DOT-	BATCH ID:	DOT-R08WW19by	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
5/14, Tue															**113**	**123**	**147**	**170**	**134**	**99**	**90**	**45**	**30**	**13**	964		
5/15, Wed	**10**	**0**	**5**	**10**	**59**	**135**	**197**	**253**	**238**	**149**	**153**	**103**	**119**	**136**	**113**	**141**	**161**	**167**	**121**	**109**	**85**	**60**	**33**	**26**	2583	253	07-08
5/16, Thu	**17**	**6**	**3**	**9**	**55**	**136**	**211**	**262**	**203**	**157**	**128**	**116**	**126**	**122**	**126**	**131**	**136**	**172**	**127**	**100**	**87**	**67**	**27**	**20**	2544	262	07-08
5/17, Fri	**12**	**7**	**5**	**11**	**50**	**118**	**201**	**243**	**240**	**146**	**156**	**120**	**127**	**141**	**135**	**140**	**165**	**153**	**150**	**126**	**102**	**80**	**55**	**35**	2718	243	07-08
5/18, Sat	**23**	**14**	**7**	**3**	**20**	**32**	**89**	**120**	**163**	**169**	**148**	**163**	**168**	**160**	**149**	**136**	**125**	**149**	**107**	**98**	**99**	**59**	**50**	**37**	2288	169	09-10
5/19, Sun	**17**	**10**	**15**	**9**	**16**	**27**	**46**	**74**	**88**	**132**	**134**	**159**	**167**	**156**	**149**	**121**	**128**	**119**	**97**	**91**	**77**	**42**	**25**	**16**	1915	167	12-13
5/20, Mon	**11**	**7**	**7**	**11**	**58**	**132**	**197**	**271**	**223**	**136**	**138**	**134**	**121**	**108**	**131**	**132**	**155**	**154**	**120**	**87**	**82**	**65**	**37**	**25**	2542	271	07-08
5/21, Tue	**9**	**5**	**4**	**10**	**60**	**137**	**206**	**235**	**235**																901		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	12	**5**	**4**	**10**	**56**	**132**	**202**	**253**	**228**	**147**	**144**	**118**	**122**	**122**	**121**	**132**	**150**	**166**	**126**	**99**	**86**	**59**	**32**	**21**	2545		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	163	4	97	438	8.5	253	9.9	273	10.5

ESTIMATED AADT		
Roadway	North	South
4935	2355	2392

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: 836012

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD: CLOVE RD
FED DIR CODE: 5
ST DIR CODE: 1, 2
DOT ID: 258183
BEGIN DATE: 5/14/2013
NOTES 1:
NOTES 2:
TAKEN BY: DOT-HWM

FROM: SR 208
REF. MARKER:
END MILEPOST: .94
LANES BY DIR: 1 South-
WEEK OF YEAR: 20
PLACEMENT: BIN 3360210
PROCESSED BY: DOT-

TO: ROUND HILL RD
FUNC. CLASS: 17 - U Major Collector
FACTOR GROUP: 30
CC STN:
ADDL DATA:
JURISDICTION: 02-County
BATCH ID: DOT-R08WW19by

REGION-COUNTY: 8-ORANGE
MUNI: South Blooming Grove-Village-151
BIN: 3360210
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
5/14, Tue															**158**	**188**	**251**	**266**	**269**	**190**	**171**	**120**	**72**	**43**	1728		
5/15, Wed	**31**	**16**	**10**	**11**	**3**	**25**	**48**	**107**	**119**	**86**	**106**	**103**	**104**	**122**	**143**	**167**	**243**	**289**	**284**	**214**	**151**	**123**	**77**	**33**	2615	289	17-18
5/16, Thu	**37**	**17**	**4**	**9**	**9**	**34**	**46**	**98**	**104**	**91**	**84**	**109**	**123**	**135**	**161**	**201**	**229**	**262**	**256**	**198**	**140**	**139**	**78**	**53**	2617	262	17-18
5/17, Fri	**25**	**19**	**13**	**8**	**12**	**26**	**44**	**117**	**87**	**102**	**83**	**113**	**131**	**150**	**153**	**198**	**242**	**304**	**254**	**195**	**183**	**146**	**97**	**73**	2775	304	17-18
5/18, Sat	**69**	**21**	**14**	**7**	**12**	**10**	**19**	**56**	**74**	**106**	**114**	**141**	**152**	**145**	**167**	**159**	**186**	**154**	**163**	**154**	**138**	**130**	**96**	**61**	2348	186	16-17
5/19, Sun	**46**	**24**	**19**	**12**	**11**	**10**	**21**	**20**	**44**	**75**	**91**	**129**	**142**	**133**	**165**	**149**	**168**	**142**	**127**	**110**	**122**	**89**	**42**	**37**	1928	168	16-17
5/20, Mon	**19**	**15**	**6**	**9**	**4**	**25**	**46**	**112**	**111**	**78**	**88**	**100**	**109**	**137**	**147**	**200**	**232**	**273**	**250**	**175**	**134**	**107**	**75**	**55**	2507	273	17-18
5/21, Tue	**19**	**12**	**4**	**10**	**14**	**27**	**45**	**109**	**99**																339		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	28	**16**	**8**	**10**	**10**	**28**	**46**	**109**	**104**	**89**	**90**	**106**	**112**	**131**	**152**	**189**	**239**	**273**	**265**	**194**	**149**	**122**	**76**	**46**	2590		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	163	4	97	438	8.5	253	9.9	273	10.5	4935	2355	2392

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: **838062**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR27** ROAD NAME: **CLOVE RD**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 31
DATE OF COUNT: 07/30/2014
NOTES LANE 1:

FROM: **ROUND HILL RD**
REC. SERIAL #: BV98
PLACEMENT: 550' north of SR 208
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

TO: **CORNWALL TL**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: DOT-OCTCww31

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM
PROCESSED BY: ORG CODE: DOT INITIALS: JJM

		AM												PM													
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY																										
30	W													**155**	**130**	**164**	**193**	**233**	**303**	**265**	**188**	**178**	**112**	**87**	**63**			
31	T	**32**	**18**	**12**	**9**	**17**	**25**	**54**	**100**	**85**	**93**	**108**	**114**	**125**	**131**	**166**	**199**	**255**	**301**	**248**	**199**	**161**	**160**	**94**	**61**	2767	301	17
1	F	**43**	**27**	**13**	**10**	**7**	**23**	**60**	**107**	**116**	**99**	**98**	**145**	**153**	**157**	**185**	**193**	**199**	**268**	**248**	**210**	**154**	**117**	**106**	**67**	2805	268	17
2	S	**55**	**34**	**16**	**21**	**11**	**9**	**21**	**39**	**61**	**122**	**138**	**160**	**167**	**174**	**173**	**167**	**173**	**168**	**146**	**126**	**131**	**115**	**103**	**63**	2393	174	13
3	S	**44**	**22**	**19**	**13**	**2**	**11**	**13**	**27**	**53**	**85**	**87**	**157**	**138**	**162**	**194**	**157**	**178**	**142**	**124**	**142**	**136**	**114**	**56**	**37**	2113	194	14
4	M	**21**	**19**	**5**	**6**	**8**	**15**	**50**	**94**	**92**	**85**	**102**	**109**	**107**	**115**	**166**	**194**	**254**	**311**	**226**	**211**	**143**	**115**	**75**	**46**	2569	311	17
5	T	**37**	**23**	**8**	**11**	**6**	**32**	**54**	**94**	**124**	**79**	**100**	**136**	**125**	**110**	**153**	**222**	**258**	**295**	**219**	**205**	**152**	**114**	**85**	**49**	2691	295	17
6	W	**36**	**18**	**7**	**12**	**5**	**24**	**50**	**80**	**113**	**84**																

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

																									ADT
37	**22**	**10**	**10**	**9**	**26**	**54**	**95**	**106**	**88**	**102**	**126**	**128**	**122**	**162**	**202**	**250**	**302**	**240**	**201**	**158**	**125**	**85**	**55**	2715

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	166	4	100	302	11%	1.000	1.083	**AADT 2507**

STATION: **838062**

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR CR27** ROAD NAME: **CLOVE RD**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 31
DATE OF COUNT: 07/30/2014
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM

FROM: **ROUND HILL RD**
REC. SERIAL #: BV98
PLACEMENT: 550' north of SR 208
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: JJM

TO: **CORNWALL TL**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: DOT-OCTCww31

COUNTY: **Orange**
TOWN: **BLOOMING GROVE**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
30	W													**152**	**143**	**120**	**160**	**142**	**160**	**145**	**107**	**81**	**72**	**41**	**31**			
31	T	**15**	**8**	**8**	**13**	**50**	**129**	**199**	**266**	**212**	**177**	**120**	**141**	**111**	**139**	**150**	**140**	**182**	**156**	**145**	**117**	**88**	**80**	**33**	**28**	2707	266	7
1	F	**16**	**11**	**5**	**11**	**55**	**116**	**181**	**278**	**211**	**170**	**167**	**141**	**155**	**152**	**142**	**150**	**144**	**164**	**135**	**127**	**90**	**78**	**49**	**35**	2783	278	7
2	S	**32**	**11**	**9**	**13**	**15**	**32**	**60**	**100**	**149**	**137**	**181**	**186**	**178**	**159**	**157**	**135**	**144**	**120**	**98**	**97**	**80**	**70**	**65**	**29**	2257	186	11
3	S	**21**	**18**	**8**	**7**	**17**	**27**	**40**	**80**	**92**	**125**	**151**	**171**	**171**	**169**	**203**	**132**	**128**	**141**	**141**	**95**	**114**	**58**	**32**	**17**	2158	203	14
4	M	**6**	**5**	**5**	**16**	**63**	**133**	**177**	**257**	**208**	**137**	**131**	**131**	**127**	**135**	**122**	**138**	**145**	**164**	**119**	**111**	**100**	**63**	**33**	**26**	2552	257	7
5	T	**20**	**5**	**5**	**15**	**63**	**125**	**187**	**255**	**214**	**170**	**144**	**124**	**137**	**148**	**122**	**124**	**179**	**166**	**154**	**127**	**74**	**70**	**33**	**27**	2688	255	7
6	W	**9**	**7**	**9**	**16**	**49**	**116**	**189**	**242**	**206**	**196**																	

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

15	8	7	14	54	122	187	260	210	170	140	134	132	141	128	140	162	162	141	116	86	71	35	28	ADT 2663

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	166	4	100	260	10%	1.000	1.083	**AADT 2459**

STATION: **838086**

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR CR44** ROAD NAME: **MOUNTAIN RD**
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 6 WK OF YR: 31
DATE OF COUNT: 07/30/2014
NOTES LANE 1:

FROM: **MONROE TL**
REC. SERIAL #: BV12
PLACEMENT: east Kyrias Joel line
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS

TO: **SEVENSPRINGS RD**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: DOT-OCTCww31

COUNTY: **Orange**
TOWN: **MONROE**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM
PROCESSED BY: ORG CODE: DOT INITIALS: JJM

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
30	W													**95**	**94**	**121**	**94**	**107**	**108**	**119**	**112**	**79**	**75**	**57**	**45**			
31	T	**16**	**8**	**4**	**3**	**3**	**8**	**33**	**68**	**93**	**91**	**84**	**86**	**86**	**92**	**100**	**122**	**98**	**121**	**143**	**112**	**86**	**74**	**65**	**40**	1636	143	18
1	F	**21**	**14**	**13**	**4**	**5**	**8**	**29**	**75**	**89**	**64**	**88**	**95**	**102**	**140**	**156**	**150**	**115**	**118**	**94**	**83**	**33**	**25**	**27**	**17**	1565	156	14
2	S	**14**	**5**	**1**	**3**	**3**	**1**	**10**	**16**	**32**	**25**	**48**	**40**	**49**	**48**	**50**	**49**	**49**	**32**	**40**	**42**	**21**	**35**	**39**	**38**	690	50	14
3	S	**33**	**31**	**16**	**12**	**6**	**5**	**12**	**20**	**42**	**62**	**50**	**76**	**62**	**97**	**98**	**99**	**107**	**110**	**103**	**107**	**98**	**65**	**49**	**24**	1384	110	17
4	M	**18**	**12**	**2**	**3**	**4**	**9**	**21**	**71**	**82**	**73**	**80**	**91**	**84**	**97**	**92**	**96**	**97**	**128**	**100**	**73**	**55**	**27**	**28**	**21**	1364	128	17
5	T	**18**	**7**	**2**	**2**	**4**	**8**	**19**	**32**	**37**	**39**	**58**	**54**	**53**	**72**	**78**	**89**	**95**	**102**	**93**	**110**	**71**	**51**	**30**	**34**	1158	110	19
6	W	**17**	**8**	**4**	**5**	**2**	**6**	**25**	**72**	**91**	**86**	**85**																

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
18	**9**	**6**	**4**	**4**	**8**	**25**	**64**	**78**	**71**	**79**	**82**	**80**	**89**	**98**	**100**	**99**	**115**	**114**	**102**	**73**	**57**	**45**	**35**	**1455**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	167	4	101	115	8%	1.000	1.083	**AADT 1343**

STATION: **838086**

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR CR44** ROAD NAME: **MOUNTAIN RD**
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 7 WK OF YR: 31
DATE OF COUNT: 07/30/2014
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: ORG INITIALS: HWM

FROM: **MONROE TL**
REC. SERIAL #: BV12
PLACEMENT: east Kyrias Joel line
@ REF MARKER:
ADDL DATA: Class Speed
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: JJM

TO: **SEVENSPRINGS RD**
FUNC. CLASS: 17
NHS: no
JURIS: Village
CC Stn:
BATCH ID: DOT-OCTCww31

COUNTY: **Orange**
TOWN: **MONROE**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
30	W													**108**	**118**	**113**	**114**	**134**	**118**	**100**	**93**	**77**	**45**	**44**	**34**			
31	T	**8**	**9**	**1**	**1**	**3**	**16**	**38**	**67**	**116**	**120**	**95**	**95**	**83**	**88**	**95**	**136**	**124**	**134**	**115**	**99**	**70**	**59**	**62**	**60**	1694	136	15
1	F	**32**	**14**	**3**	**1**	**4**	**22**	**36**	**69**	**119**	**119**	**101**	**122**	**128**	**142**	**160**	**191**	**181**	**154**	**95**	**59**	**24**	**25**	**16**	**21**	1838	191	15
2	S	**8**	**8**	**0**	**4**	**2**	**4**	**11**	**26**	**39**	**33**	**52**	**44**	**44**	**50**	**46**	**43**	**53**	**39**	**40**	**49**	**27**	**30**	**50**	**60**	762	60	23
3	S	**30**	**13**	**10**	**6**	**2**	**6**	**14**	**27**	**54**	**63**	**69**	**90**	**100**	**107**	**113**	**105**	**102**	**84**	**76**	**83**	**85**	**60**	**47**	**43**	1389	113	14
4	M	**17**	**5**	**4**	**1**	**4**	**14**	**37**	**75**	**107**	**112**	**91**	**95**	**89**	**108**	**100**	**114**	**85**	**112**	**79**	**49**	**61**	**32**	**39**	**18**	1448	114	15
5	T	**9**	**3**	**2**	**1**	**7**	**11**	**18**	**58**	**58**	**61**	**37**	**59**	**83**	**80**	**85**	**92**	**89**	**91**	**66**	**74**	**73**	**32**	**32**	**36**	1157	92	15
6	W	**19**	**9**	**2**	**2**	**5**	**16**	**36**	**66**	**116**	**129**																	

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
17	**9**	**2**	**1**	**5**	**16**	**33**	**67**	**103**	**108**	**81**	**93**	**91**	**98**	**98**	**114**	**108**	**114**	**90**	**79**	**70**	**42**	**44**	**37**	**1520**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
7	166	4	100	114	8%	1.000	1.083	**AADT 1404**

STATION: 833091

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	C US 6 WB to Rt 208	FROM:	US6 WB (OFF)	TO:	DIVERGE TO NY208 NB&SB ON	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	7	REF. MARKER:		FUNC. CLASS:	11 - U Principal Arterial - Interstate	MUNI:	Monroe-Town-0542
ST DIR CODE:	3	END MILEPOST:	.5	FACTOR GROUP:	30	BIN:	
DOT ID:	274564	LANES BY DIR:	1 West 0 East	CC STN:		RR CROSSING:	
BEGIN DATE:	4/17/2013	WEEK OF YEAR:	16	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	WB RAMP	PLACEMENT:	327 FT W OF RT 6	JURISDICTION:	01-NYSDOT	1 WAY CODE:	Y
NOTES 2:						COUNT TYPE:	Axle
TAKEN BY:	TST----	PROCESSED BY:	DOT-jh	BATCH ID:	DOT-R08CWW16A	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
4/17, Wed														**270**	**366**	**556**	**742**	**806**	**663**	**479**	**364**	**333**	**206**	**171**	4956		
4/18, Thu	**84**	**60**	**25**	**19**	**28**	**42**	**87**	**217**	**212**	**226**	**180**	**211**	**242**	**273**	**351**	**543**	**799**	**821**	**667**	**478**	**339**	**350**	**232**	**146**	6632	821	17-18
4/19, Fri	**101**	**60**	**39**	**25**	**27**	**43**	**83**	**213**	**220**	**198**	**247**	**250**	**252**	**324**	**436**	**615**	**731**	**762**	**579**	**459**	**338**	**317**	**235**	**174**	6728	762	17-18
4/20, Sat	**119**	**72**	**33**	**35**	**19**	**20**	**43**	**120**	**164**	**199**	**213**	**286**	**312**	**331**	**361**	**409**	**388**	**408**	**329**	**288**	**248**	**313**	**269**	**189**	5168	409	15-16
4/21, Sun	**146**	**97**	**55**	**28**	**20**	**20**	**40**	**85**	**152**	**160**	**269**	**257**	**321**	**325**	**340**	**345**	**336**	**341**	**373**	**331**	**293**	**255**	**153**	**101**	4843	373	18-19
4/22, Mon	**78**	**17**	**24**	**13**	**16**	**33**	**88**	**195**	**233**	**187**	**197**	**190**	**235**	**262**	**356**	**553**	**738**	**900**	**716**	**426**	**320**	**306**	**163**	**111**	6357	900	17-18
4/23, Tue	**76**	**34**	**18**	**14**	**28**	**50**	**78**	**205**	**222**	**205**	**189**	**224**	**277**	**260**	**308**	**553**	**721**	**796**	**759**	**453**	**357**	**293**	**200**	**147**	6467	796	17-18
4/24, Wed	**97**	**49**	**26**	**18**	**30**	**47**	**85**	**200**																	552		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	81	**46**	**24**	**17**	**26**	**41**	**76**	**186**	**200**	**184**	**184**	**198**	**227**	**241**	**312**	**498**	**678**	**751**	**634**	**415**	**312**	**290**	**181**	**130**	5933		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	West High Hour	West % of day	East High Hour	East % of day
7	163	4	97	751	12.7	751	12.6		

ESTIMATED AADT Roadway	West	East
5861	5861	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90

STATION: 833092

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	D Rt 208 to US6 WB	FROM:	MERGE FROM NY208 NB&SB OFF	TO:	US6 WB (ON)	REGION-COUNTY:	8-ORANGE
FED DIR CODE:	7	REF. MARKER:		FUNC. CLASS:	11 - U Principal Arterial - Interstate	MUNI:	Monroe-Town-0542
ST DIR CODE:	3	END MILEPOST:	.45	FACTOR GROUP:	30	BIN:	
DOT ID:	274565	LANES BY DIR:	1 West 0 East	CC STN:		RR CROSSING:	
BEGIN DATE:	4/17/2013	WEEK OF YEAR:	16	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	WB RAMP	PLACEMENT:	234 FT OFF RT 6	JURISDICTION:	01-NYSDOT	1 WAY CODE:	Y
NOTES 2:						COUNT TYPE:	Axle
TAKEN BY:	TST----	PROCESSED BY:	DOT-jh	BATCH ID:	DOT-R08CWW16A	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
4/17, Wed														**304**	**318**	**366**	**404**	**329**	**342**	**210**	**153**	**90**	**75**	**41**	2632		
4/18, Thu	**27**	**13**	**11**	**10**	**23**	**43**	**150**	**389**	**357**	**320**	**275**	**266**	**292**	**262**	**280**	**362**	**388**	**327**	**281**	**217**	**150**	**116**	**67**	**58**	4684	389	07-08
4/19, Fri	**19**	**15**	**8**	**4**	**16**	**54**	**126**	**362**	**380**	**310**	**278**	**289**	**310**	**312**	**313**	**370**	**357**	**324**	**280**	**210**	**137**	**107**	**78**	**57**	4716	380	08-09
4/20, Sat	**35**	**26**	**24**	**11**	**7**	**31**	**52**	**114**	**190**	**234**	**254**	**240**	**282**	**249**	**245**	**262**	**219**	**194**	**196**	**152**	**97**	**97**	**102**	**63**	3376	282	12-13
4/21, Sun	**45**	**36**	**29**	**13**	**13**	**19**	**34**	**84**	**129**	**177**	**229**	**244**	**246**	**268**	**217**	**207**	**159**	**175**	**154**	**120**	**91**	**66**	**63**	**30**	2848	268	13-14
4/22, Mon	**22**	**7**	**6**	**8**	**23**	**49**	**139**	**353**	**380**	**313**	**262**	**268**	**246**	**259**	**282**	**353**	**336**	**306**	**286**	**194**	**130**	**95**	**52**	**35**	4404	380	08-09
4/23, Tue	**14**	**12**	**7**	**11**	**14**	**46**	**157**	**396**	**392**	**308**	**288**	**242**	**245**	**257**	**264**	**342**	**381**	**358**	**312**	**199**	**135**	**102**	**58**	**46**	4586	396	07-08
4/24, Wed	**24**	**10**	**6**	**9**	**16**	**47**	**150**	**386**																	648		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	19	**11**	**7**	**8**	**16**	**43**	**131**	**341**	**341**	**283**	**249**	**241**	**236**	**245**	**259**	**322**	**341**	**298**	**276**	**185**	**128**	**91**	**57**	**41**	4167		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	West High Hour	West % of day	East High Hour	East % of day
7	163	4	97	341	8.2	341	8.2		

ESTIMATED AADT Roadway	West	East
4117	4117	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90

E.3

TURNING MOVEMENT COUNTS

#1

LOCATION: NYS Route 208 & C.R. 27 PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM				45		0		39	16	0	90		190	A	
07:00 AM 07:15 AM				52		0		61	22	0	123		258	A	
07:15 AM 07:30 AM				64		1		55	17	0	114		251	A	
07:30 AM 07:45 AM				63		0		39	24	0	143		269	X	968
07:45 AM 08:00 AM				62		0		40	26	0	106		234	X	1012
08:00 AM 08:15 AM				55		0		50	25	0	130		260	X	1014
08:15 AM 08:30 AM				45		1		58	21	0	127		252	X	1015
08:30 AM 08:45 AM				57		0		33	13	0	84		187	A	933
08:45 AM 09:00 AM				42		3		46	19	1	98		209	A	908
09:00 AM 09:15 AM				30		0		31	17	0	80		158	A	806
09:15 AM 09:30 AM													0	A	554
09:30 AM 09:45 AM													0	A	367
09:45 AM 10:00 AM													0	A	158
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	63	0	0	0	39	24	0	143	0	269
07:45 AM 08:00 AM	0	0	0	62	0	0	0	40	26	0	106	0	234
08:00 AM 08:15 AM	0	0	0	55	0	0	0	50	25	0	130	0	260
08:15 AM 08:30 AM	0	0	0	45	0	1	0	58	21	0	127	0	252
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	0	0	0	225	0	1	0	187	96	0	506	0	1015	0.94
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.89	#DIV/0!	0.25	#DIV/0!	0.81	0.92	#DIV/0!	0.88	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.90			0.90			0.88				

0	506	0	^	6	1
12	11	10	<	5	0
<	v	>	v	4	225
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	187	96

#1

LOCATION: NYS Route 208 & C.R. 27 PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM				37		0		97	45	1	41		221	A	
03:45 PM 04:00 PM				28		0		128	54	0	70		280	A	
04:00 PM 04:15 PM				38		0		99	58	0	67		262	A	
04:15 PM 04:30 PM				39		4		135	76	0	86		340	A	1103
04:30 PM 04:45 PM				28		0		101	56	1	64		250	A	1132
04:45 PM 05:00 PM				34		2		114	64	0	49		263	A	1115
05:00 PM 05:15 PM				47		0		124	72	1	58		302	X	1155
05:15 PM 05:30 PM				34		0		140	79	0	58		311	X	1126
05:30 PM 05:45 PM				33		0		112	69	0	57		271	X	1147
05:45 PM 06:00 PM				24		0		143	67	0	54		288	X	1172
06:00 PM 06:15 PM				25		1		114	61	0	59		260	A	1130
06:15 PM 06:30 PM				20		1		117	50	0	46		234	A	1053
06:30 PM 06:45 PM													0	A	782
06:45 PM 07:00 PM													0	A	494
07:00 PM 07:15 PM													0	A	234
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM 05:15 PM	0	0	0	47	0	0	0	124	72	1	58	0	302
05:15 PM 05:30 PM	0	0	0	34	0	0	0	140	79	0	58	0	311
05:30 PM 05:45 PM	0	0	0	33	0	0	0	112	69	0	57	0	271
05:45 PM 06:00 PM	0	0	0	24	0	0	0	143	67	0	54	0	288
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	227	1	^	6	0
12	11	10	<	5	0
<	v	>	v	4	138
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	519	287

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM 06:00 PM	0	0	0	138	0	0	0	519	287	1	227	0	1172	0.94
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.73	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.91	0.25	0.98	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.73			0.92			0.97				

#1

Study Name 1-Route 208 At Clove Rd
Start Date 08/22/2014
Start Time 3:00 PM

ALL Vehicles

	Route 208 Southbound			Clove Road Westbound			Route 208 Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	0	58	0	26	0	0	81	46	0	211	
3:15 PM	0	65	0	35	2	0	88	42	0	232	
3:30 PM	0	60	0	36	1	0	100	61	0	258	
3:45 PM	0	53	1	44	0	0	79	44	0	221	922
4:00 PM	0	65	0	41	0	0	80	52	0	238	949
4:15 PM	0	64	0	36	1	0	99	52	0	252	969
4:30 PM	0	70	0	39	0	0	91	71	0	271	982
4:45 PM	0	76	0	45	1	0	125	49	0	296	1057
5:00 PM	0	56	0	30	0	0	135	68	0	289	1108
5:15 PM	0	68	0	46	1	0	126	61	0	302	1158
5:30 PM	0	50	0	37	0	0	113	85	0	285	1172
5:45 PM	0	56	0	31	1	0	103	80	0	271	1147
4:45-5:45 pm Pk Hr	**0**	**250**	**0**	**158**	**2**	**0**	**499**	**263**	**0**	**1172**	0.97
Trucks + Buses	0	2	0	1	0	0	6	0	0		
HV%	#DIV/0!	0.8%	#DIV/0!	0.6%	0.0%	#DIV/0!	1.2%	0.0%	#DIV/0!		
approach		2 1%			1 1%			6 1%			

#1

LOCATION: NYS ROUTE 208 & CLOVE ROAD (C.R. 27) PROJECT: CLOVEWOOD

DATE OF COUNT: 06/25/16 DAY: SATURDAY JCE JOB #: 13001417A START TIME : 11:00 **SAT**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
SAT PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
11:00 AM	11:15 AM				20		0		52	24	12	76		184	A	
11:15 AM	11:30 AM				30		0		74	39	1	88		232	A	
11:30 AM	11:45 AM				30		0		55	39	4	89		217	A	
11:45 AM	12:00 PM				35		0		81	42	0	80		238	A	871
12:00 PM	12:15 PM				60		1		102	56	0	108		327	X	1014
12:15 PM	12:30 PM				57		0		95	41	0	103		296	X	1078
12:30 PM	12:45 PM				38		0		72	46	0	77		233	X	1094
12:45 PM	01:00 PM				48		0		94	41	0	79		262	X	1118
01:00 PM	01:15 PM				39		0		87	47	2	69		244	A	1035
01:15 PM	01:30 PM				37		1		83	41	2	75		239	A	978
01:30 PM	01:45 PM				52		0		76	39	0	110		277	A	1022
01:45 PM	02:00 PM				44		2		68	38	0	59		211	A	971
02:00 PM	02:15 PM													0	A	727
02:15 PM	02:30 PM													0	A	488
02:30 PM	02:45 PM													0	A	211
02:45 PM	03:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	60	0	1	0	102	56	0	108	0	327
12:15 PM	12:30 PM	0	0	0	57	0	0	0	95	41	0	103	0	296
12:30 PM	12:45 PM	0	0	0	38	0	0	0	72	46	0	77	0	233
12:45 PM	01:00 PM	0	0	0	48	0	0	0	94	41	0	79	0	262
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	**367**	**0**	^	6	**1**
12	11	10	<	5	**0**
<	v	>	v	4	**203**
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	**0**	**363**	**184**

CALCULATED PEAK HOUR VOLUMES

SAT PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:00 PM	01:00 PM	0	0	0	203	0	1	0	363	184	0	367	0	1118	0.85
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.85	#DIV/0!	0.25	#DIV/0!	0.89	0.82	#DIV/0!	0.85	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.84			0.87			0.85				

#1

Study Name 1-Route 208 At Clove Rd-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Route 208 Southbound			Clove Rd Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	0	104	0	45	0	0	85	48	0	282	
12:15 PM	0	83	0	49	0	0	74	35	0	241	
12:30 PM	0	82	0	41	0	0	56	34	0	213	
12:45 PM	0	73	0	30	1	0	47	45	0	196	932
1:00 PM	0	73	0	36	0	0	63	46	0	218	868
1:15 PM	1	71	0	37	0	0	70	40	0	219	846
1:30 PM	0	93	0	41	0	0	58	31	0	223	856
1:45 PM	1	103	0	42	1	0	54	42	0	243	903
2:00 PM	1	65	0	43	0	0	60	38	0	207	892
2:15 PM	0	65	0	28	0	0	76	37	0	206	879
2:30 PM	0	70	0	45	0	0	70	33	0	218	874
2:45 PM	2	69	0	25	1	0	63	28	0	188	819
Peak hour 1:15-2:15 pm	3	332	0	163	1	0	242	151	0		0.92
Trucks + Bus	0	0	0	4	0	0	1	1	0		
HV%	0.0%	0.0%	#DIV/0!	2.5%	0.0%	#DIV/0!	0.4%	0.7%	#DIV/0!		

approach	0 0%	4 2%	2 1%

#2

LOCATION: NYS Route 208 & Round Hill Road PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	0	1	10	1	1	1	3	36	0	0	72	0	125	A	
07:00 AM 07:15 AM	1	2	17	2	2	4	2	51	1	1	105	0	188	A	
07:15 AM 07:30 AM	1	2	13	1	2	2	8	49	1	3	99	0	181	A	
07:30 AM 07:45 AM	1	1	14	0	3	1	3	39	1	2	137	2	204	X	698
07:45 AM 08:00 AM	2	4	14	0	5	1	1	36	1	7	99	2	172	X	745
08:00 AM 08:15 AM	0	3	24	3	2	2	2	41	3	13	99	3	195	X	752
08:15 AM 08:30 AM	0	2	15	7	2	1	10	61	9	3	121	2	233	X	804
08:30 AM 08:45 AM	2	3	6	6	5	2	4	43	3	8	104	2	188	A	788
08:45 AM 09:00 AM	1	3	6	4	3	2	2	42	5	7	94	1	170	A	786
09:00 AM 09:15 AM	2	1	10	3	2	2	4	35	4	2	69	1	135	A	726
09:15 AM 09:30 AM													0	A	493
09:30 AM 09:45 AM													0	A	305
09:45 AM 10:00 AM													0	A	135
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	1	1	14	0	3	1	3	39	1	2	137	2	204
07:45 AM 08:00 AM	2	4	14	0	5	1	1	36	1	7	99	2	172
08:00 AM 08:15 AM	0	3	24	3	2	2	2	41	3	13	99	3	195
08:15 AM 08:30 AM	0	2	15	7	2	1	10	61	9	3	121	2	233
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

9	456	25	^	6	5
12	11	10	<	5	12
<	v	>	v	4	10
3	1	^	<	^	>
10	2	>	7	8	9
67	3	v	16	177	14

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	3	10	67	10	12	5	16	177	14	25	456	9	804	0.86
PHF BY MOVEMENT	0.38	0.63	0.70	0.36	0.60	0.63	0.40	0.73	0.39	0.48	0.83	0.75		
PHF BY APPROACH		0.74			0.68			0.65			0.87			

#2

LOCATION: NYS Route 208 & Round Hill Road PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM	03:45 PM	5	6	3	0	1	0	17	106	0	0	50	0	188	A	
03:45 PM	04:00 PM	1	4	3	0	3	0	12	112	1	0	70	1	207	A	
04:00 PM	04:15 PM	1	3	6	2	3	1	11	107	1	1	71	3	210	A	
04:15 PM	04:30 PM	1	4	6	2	1	1	17	106	0	3	67	1	209	A	814
04:30 PM	04:45 PM	1	3	8	1	2	1	12	107	1	2	66	1	205	A	831
04:45 PM	05:00 PM	1	3	3	0	2	1	14	109	0	1	60	3	197	A	821
05:00 PM	05:15 PM	1	3	8	0	3	0	15	100	1	0	57	2	190	X	801
05:15 PM	05:30 PM	3	3	6	0	1	2	12	122	1	0	63	1	214	X	806
05:30 PM	05:45 PM	2	8	7	0	1	1	26	101	2	3	60	1	212	X	813
05:45 PM	06:00 PM	2	3	6	0	3	2	26	125	1	0	50	4	222	X	838
06:00 PM	06:15 PM	0	3	7	1	2	1	11	103	0	0	53	4	185	A	833
06:15 PM	06:30 PM	1	2	3	0	2	2	12	104	0	1	45	3	175	A	794
06:30 PM	06:45 PM													0	A	582
06:45 PM	07:00 PM													0	A	360
07:00 PM	07:15 PM													0	A	175
07:15 PM	07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	1	3	8	0	3	0	15	100	1	0	57	2	190
05:15 PM	05:30 PM	3	3	6	0	1	2	12	122	1	0	63	1	214
05:30 PM	05:45 PM	2	8	7	0	1	1	26	101	2	3	60	1	212
05:45 PM	06:00 PM	2	3	6	0	3	2	26	125	1	0	50	4	222
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	8	17	27	0	8	5	79	448	5	3	230	8	838	0.94
PHF BY MOVEMENT		0.67	0.53	0.84	#DIV/0!	0.67	0.63	0.76	0.90	0.63	0.25	0.91	0.50		
PHF BY APPROACH			0.76			0.65			0.88			0.94			

8	230	3	^	6	5
12	11	10	<	5	8
<	v	>	v	4	0
8	1	^	<	^	>
17	2	>	7	8	9
27	3	v	79	448	5

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_ROUND_HILL_ROAD-FRIDAY_342480_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	4	73	6	0	83	6	3	1	0	10	3	88	16	0	107	7	7	0	0	14	214
02:45 PM	1	58	5	0	64	3	3	4	0	10	7	78	10	0	95	7	5	2	0	14	183
Total	5	131	11	0	147	9	6	5	0	20	10	166	26	0	202	14	12	2	0	28	397
03:00 PM	1	60	0	0	61	12	6	1	0	19	1	75	15	0	91	11	3	1	0	15	186
03:15 PM	1	66	1	0	68	2	3	1	0	6	0	88	23	0	111	7	2	1	0	10	195
03:30 PM	0	79	2	0	81	3	1	0	0	4	2	104	18	0	124	12	4	2	0	18	227
03:45 PM	2	57	1	0	60	2	1	0	0	3	1	84	13	0	98	11	2	1	0	14	175
Total	4	262	4	0	270	19	11	2	0	32	4	351	69	0	424	41	11	5	0	57	783
04:00 PM	1	67	3	0	71	1	2	0	0	3	1	97	15	0	113	7	3	4	0	14	201
04:15 PM	3	73	0	0	76	0	4	1	0	5	0	114	25	0	139	9	4	1	0	14	234
04:30 PM	2	61	0	0	63	0	2	0	0	2	1	102	12	0	115	6	1	2	0	9	189
04:45 PM	8	62	1	0	71	0	5	0	0	5	3	108	17	0	128	12	4	3	0	19	223
Total	14	263	4	0	281	1	13	1	0	15	5	421	69	0	495	34	12	10	0	56	847
05:00 PM	1	60	1	0	62	1	3	1	0	5	0	130	20	0	150	13	6	3	0	22	239
05:15 PM	2	68	0	0	70	0	1	0	0	1	1	121	15	0	137	5	4	1	0	10	218
05:30 PM	2	59	0	0	61	1	1	0	0	2	0	99	22	0	121	6	6	1	0	13	197
05:45 PM	1	62	0	0	63	1	5	0	0	6	1	102	10	0	113	7	4	2	0	13	195
Total	6	249	1	0	256	3	10	1	0	14	2	452	67	0	521	31	20	7	0	58	849
06:00 PM	2	57	1	0	60	1	3	0	0	4	3	89	19	0	111	5	5	2	0	12	187
06:15 PM	1	40	4	0	45	1	3	3	0	7	1	84	12	0	97	8	6	3	0	17	166
Grand Total	32	1002	25	0	1059	34	46	12	0	92	25	1563	262	0	1850	133	66	29	0	228	3229
Apprch %	3	94.6	2.4	0		37	50	13	0		1.4	84.5	14.2	0		58.3	28.9	12.7	0		
Total %	1	31	0.8	0	32.8	1.1	1.4	0.4	0	2.8	0.8	48.4	8.1	0	57.3	4.1	2	0.9	0	7.1	
Lights	32	976	23	0	1031	32	45	10	0	87	21	1521	258	0	1800	126	63	27	0	216	3134
% Lights	100	97.4	92	0	97.4	94.1	97.8	83.3	0	94.6	84	97.3	98.5	0	97.3	94.7	95.5	93.1	0	94.7	97.1
Buses	0	4	1	0	5	2	0	1	0	3	2	19	1	0	22	3	1	1	0	5	35
% Buses	0	0.4	4	0	0.5	5.9	0	8.3	0	3.3	8	1.2	0.4	0	1.2	2.3	1.5	3.4	0	2.2	1.1
Trucks	0	22	1	0	23	0	1	1	0	2	2	23	3	0	28	4	2	1	0	7	60
% Trucks	0	2.2	4	0	2.2	0	2.2	8.3	0	2.2	8	1.5	1.1	0	1.5	3	3	3.4	0	3.1	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_ROUND_HILL_ROAD-FRIDAY_342480_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	3	73	0	0	76	0	4	1	0	5	0	114	25	0	139	9	4	1	0	14	234
04:30 PM	2	61	0	0	63	0	2	0	0	2	1	102	12	0	115	6	1	2	0	9	189
04:45 PM	8	62	1	0	71	0	5	0	0	5	3	108	17	0	128	12	4	3	0	19	223
05:00 PM	1	60	1	0	62	1	3	1	0	5	0	130	20	0	150	13	6	3	0	22	239
Total Volume	14	256	2	0	272	1	14	2	0	17	4	454	74	0	532	40	15	9	0	64	885
% App. Total	5.1	94.1	0.7	0		5.9	82.4	11.8	0		0.8	85.3	13.9	0		62.5	23.4	14.1	0		
PHF	.438	.877	.500	.000	.895	.250	.700	.500	.000	.850	.333	.873	.740	.000	.887	.769	.625	.750	.000	.727	.926
Lights	14	250	2	0	266	1	13	1	0	15	4	444	74	0	522	39	14	9	0	62	865
% Lights	100	97.7	100	0	97.8	100	92.9	50.0	0	88.2	100	97.8	100	0	98.1	97.5	93.3	100	0	96.9	97.7
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.3
Trucks	0	6	0	0	6	0	1	1	0	2	0	7	0	0	7	1	1	0	0	2	17
% Trucks	0	2.3	0	0	2.2	0	7.1	50.0	0	11.8	0	1.5	0	0	1.3	2.5	6.7	0	0	3.1	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_HILL_ROAD-SATURDAY_342483_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	68	2	0	74	3	5	0	0	8	0	41	12	0	53	8	3	2	0	13	148
11:15 AM	2	90	0	0	92	2	2	0	0	4	1	51	11	0	63	7	3	2	0	12	171
11:30 AM	0	71	1	0	72	2	4	0	0	6	2	65	9	0	76	9	4	3	0	16	170
11:45 AM	4	71	2	0	77	3	3	1	0	7	1	75	10	0	86	9	0	2	0	11	181
Total	10	300	5	0	315	10	14	1	0	25	4	232	42	0	278	33	10	9	0	52	670
12:00 PM	0	65	4	0	69	1	2	1	0	4	3	72	10	0	85	11	1	2	0	14	172
12:15 PM	1	68	1	0	70	1	1	0	0	2	0	59	14	0	73	9	4	4	0	17	162
12:30 PM	1	76	4	0	81	0	4	1	0	5	0	59	9	0	68	17	5	1	0	23	177
12:45 PM	3	66	1	0	70	4	2	0	0	6	0	68	12	0	80	9	3	2	0	14	170
Total	5	275	10	0	290	6	9	2	0	17	3	258	45	0	306	46	13	9	0	68	681
01:00 PM	1	68	0	0	69	0	0	1	0	1	0	69	6	0	75	15	4	5	0	24	169
01:15 PM	5	83	1	0	89	0	5	1	0	6	2	64	18	0	84	5	3	1	0	9	188
01:30 PM	2	77	1	0	80	2	4	0	0	6	2	64	14	0	80	8	2	7	0	17	183
01:45 PM	2	57	0	0	59	1	5	2	0	8	0	75	7	0	82	8	1	5	0	14	163
Total	10	285	2	0	297	3	14	4	0	21	4	272	45	0	321	36	10	18	0	64	703
02:00 PM	3	72	3	0	78	1	5	1	0	7	0	64	12	0	76	11	1	1	0	13	174
02:15 PM	0	54	1	0	55	1	0	0	0	1	1	65	5	0	71	14	1	1	0	16	143
02:30 PM	3	65	1	0	69	1	1	3	0	5	1	76	9	0	86	8	0	0	0	8	168
02:45 PM	2	74	1	0	77	1	1	1	0	3	0	64	4	0	68	7	5	3	0	15	163
Total	8	265	6	0	279	4	7	5	0	16	2	269	30	0	301	40	7	5	0	52	648
Grand Total	33	1125	23	0	1181	23	44	12	0	79	13	1031	162	0	1206	155	40	41	0	236	2702
Apprch %	2.8	95.3	1.9	0		29.1	55.7	15.2	0		1.1	85.5	13.4	0		65.7	16.9	17.4	0		
Total %	1.2	41.6	0.9	0	43.7	0.9	1.6	0.4	0	2.9	0.5	38.2	6	0	44.6	5.7	1.5	1.5	0	8.7	
Lights	32	1115	22	0	1169	21	44	12	0	77	13	1016	157	0	1186	152	40	40	0	232	2664
% Lights	97	99.1	95.7	0	99	91.3	100	100	0	97.5	100	98.5	96.9	0	98.3	98.1	100	97.6	0	98.3	98.6
Buses	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	6
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0.6	0	0.2	0.6	0	0	0	0.4	0.2
Trucks	1	5	1	0	7	1	0	0	0	1	0	12	4	0	16	2	0	1	0	3	27
% Trucks	3	0.4	4.3	0	0.6	4.3	0	0	0	1.3	0	1.2	2.5	0	1.3	1.3	0	2.4	0	1.3	1
Bicycles on Road	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
% Bicycles on Road	0	0.2	0	0	0.2	4.3	0	0	0	1.3	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_HILL_ROAD-SATURDAY_342483_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	3	66	1	0	70	4	2	0	0	6	0	68	12	0	80	9	3	2	0	14	170
01:00 PM	1	68	0	0	69	0	0	1	0	1	0	69	6	0	75	15	4	5	0	24	169
01:15 PM	5	83	1	0	89	0	5	1	0	6	2	64	18	0	84	5	3	1	0	9	188
01:30 PM	2	77	1	0	80	2	4	0	0	6	2	64	14	0	80	8	2	7	0	17	183
Total Volume	11	294	3	0	308	6	11	2	0	19	4	265	50	0	319	37	12	15	0	64	710
% App. Total	3.6	95.5	1	0		31.6	57.9	10.5	0		1.3	83.1	15.7	0		57.8	18.8	23.4	0		
PHF	.550	.886	.750	.000	.865	.375	.550	.500	.000	.792	.500	.960	.694	.000	.949	.617	.750	.536	.000	.667	.944
Lights	11	291	2	0	304	6	11	2	0	19	4	260	49	0	313	36	12	14	0	62	698
% Lights	100	99.0	66.7	0	98.7	100	100	100	0	100	100	98.1	98.0	0	98.1	97.3	100	93.3	0	96.9	98.3
Buses	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
% Buses	0	0.7	0	0	0.6	0	0	0	0	0	0	0	2.0	0	0.3	2.7	0	0	0	1.6	0.6
Trucks	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6
% Trucks	0	0	33.3	0	0.3	0	0	0	0	0	0	1.5	0	0	1.3	0	0	6.7	0	1.6	0.8
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_ROUND_HILL_ROAD-_SUNDAY_342484_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	64	0	0	65	0	2	0	0	2	1	34	12	0	47	9	2	2	0	13	127
11:15 AM	1	65	1	0	67	1	2	1	0	4	0	43	9	0	52	6	0	1	0	7	130
11:30 AM	0	82	1	0	83	0	4	0	0	4	0	51	8	0	59	9	5	1	0	15	161
11:45 AM	1	75	1	0	77	2	2	0	0	4	0	64	18	0	82	18	1	1	0	20	183
Total	3	286	3	0	292	3	10	1	0	14	1	192	47	0	240	42	8	5	0	55	601
12:00 PM	0	85	1	0	86	1	2	1	0	4	0	57	20	0	77	29	3	2	0	34	201
12:15 PM	1	61	1	0	63	1	3	0	0	4	0	45	8	0	53	16	4	1	0	21	141
12:30 PM	1	66	1	0	68	1	2	1	0	4	0	60	6	0	66	19	3	0	0	22	160
12:45 PM	2	67	3	0	72	0	2	2	0	4	1	64	11	0	76	9	0	1	0	10	162
Total	4	279	6	0	289	3	9	4	0	16	1	226	45	0	272	73	10	4	0	87	664
01:00 PM	2	60	0	0	62	1	1	0	0	2	0	62	4	0	66	19	3	0	0	22	152
01:15 PM	1	70	2	0	73	0	1	0	0	1	2	65	12	0	79	24	5	0	0	29	182
01:30 PM	0	79	0	0	79	5	0	1	0	6	1	55	9	0	65	14	3	3	0	20	170
01:45 PM	2	66	2	0	70	1	0	1	0	2	1	61	9	0	71	8	2	0	0	10	153
Total	5	275	4	0	284	7	2	2	0	11	4	243	34	0	281	65	13	3	0	81	657
02:00 PM	2	48	0	0	50	1	0	0	0	1	0	48	10	0	58	5	2	3	0	10	119
02:15 PM	2	60	2	0	64	0	1	1	0	2	3	66	18	0	87	10	5	2	0	17	170
02:30 PM	0	66	1	0	67	1	4	0	0	5	1	56	8	0	65	4	1	0	0	5	142
02:45 PM	1	71	1	0	73	0	1	0	0	1	0	62	7	0	69	4	5	0	0	9	152
Total	5	245	4	0	254	2	6	1	0	9	4	232	43	0	279	23	13	5	0	41	583
Grand Total	17	1085	17	0	1119	15	27	8	0	50	10	893	169	0	1072	203	44	17	0	264	2505
Apprch %	1.5	97	1.5	0		30	54	16	0		0.9	83.3	15.8	0		76.9	16.7	6.4	0		
Total %	0.7	43.3	0.7	0	44.7	0.6	1.1	0.3	0	2	0.4	35.6	6.7	0	42.8	8.1	1.8	0.7	0	10.5	
Lights	17	1083	17	0	1117	15	27	8	0	50	10	889	168	0	1067	202	44	17	0	263	2497
% Lights	100	99.8	100	0	99.8	100	100	100	0	100	100	99.6	99.4	0	99.5	99.5	100	100	0	99.6	99.7
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
% Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0.6	0	0.2	0.5	0	0	0	0.4	0.2
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-_NYS_ROUTE_208_AND_ROUND_HILL_ROAD-_SUNDAY_342484_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	82	1	0	83	0	4	0	0	4	0	51	8	0	59	9	5	1	0	15	161
11:45 AM	1	75	1	0	77	2	2	0	0	4	0	64	18	0	82	18	1	1	0	20	183
12:00 PM	0	85	1	0	86	1	2	1	0	4	0	57	20	0	77	29	3	2	0	34	201
12:15 PM	1	61	1	0	63	1	3	0	0	4	0	45	8	0	53	16	4	1	0	21	141
Total Volume	2	303	4	0	309	4	11	1	0	16	0	217	54	0	271	72	13	5	0	90	686
% App. Total	0.6	98.1	1.3	0		25	68.8	6.2	0		0	80.1	19.9	0		80	14.4	5.6	0		
PHF	.500	.891	1.00	.000	.898	.500	.688	.250	.000	1.00	.000	.848	.675	.000	.826	.621	.650	.625	.000	.662	.853
Lights	2	302	4	0	308	4	11	1	0	16	0	217	54	0	271	72	13	5	0	90	685
% Lights	100	99.7	100	0	99.7	100	100	100	0	100	0	100	100	0	100	100	100	100	0	100	99.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#3

LOCATION: C.R. 27 & Round Hill Road PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	0		5				1	17			45	4	72	A	
07:00 AM 07:15 AM	2		5				0	24			42	3	76	A	
07:15 AM 07:30 AM	1		2				2	16			44	5	70	A	
07:30 AM 07:45 AM	3		12				0	25			63	5	108	X	326
07:45 AM 08:00 AM	0		2				0	19			52	8	81	X	335
08:00 AM 08:15 AM	4		7				0	18			40	6	75	X	334
08:15 AM 08:30 AM	4		7				2	21			48	10	92	X	356
08:30 AM 08:45 AM	5		7				0	23			54	13	102	A	350
08:45 AM 09:00 AM	12		6				1	21			34	12	86	A	355
09:00 AM 09:15 AM	3		3				0	17			24	3	50	A	330
09:15 AM 09:30 AM													0	A	238
09:30 AM 09:45 AM													0	A	136
09:45 AM 10:00 AM													0	A	50
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	3	0	12	0	0	0	0	25	0	0	63	5	108
07:45 AM	08:00 AM	0	0	2	0	0	0	0	19	0	0	52	8	81
08:00 AM	08:15 AM	4	0	7	0	0	0	0	18	0	0	40	6	75
08:15 AM	08:30 AM	4	0	7	0	0	0	2	21	0	0	48	10	92
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	11	0	28	0	0	0	2	83	0	0	203	29	356	0.82
PHF BY MOVEMENT	0.69	#DIV/0!	0.58	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.83	#DIV/0!	#DIV/0!	0.81	0.73		
PHF BY APPROACH	0.65			#DIV/0!			0.85			0.85				

29	203	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
11	1	^	<	^	>
0	2	>	7	8	9
28	3	v	2	83	0

#3

LOCATION: C.R. 27 & Round Hill Road PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	6		6				5	43			31	3	94	A	
03:45 PM 04:00 PM	2		1				3	57			32	11	106	A	
04:00 PM 04:15 PM	5		3				8	41			30	6	93	A	
04:15 PM 04:30 PM	14		4				9	56			30	3	116	X	409
04:30 PM 04:45 PM	6		1				4	54			26	3	94	X	409
04:45 PM 05:00 PM	1		2				3	55			33	4	98	X	401
05:00 PM 05:15 PM	3		3				6	63			45	5	125	X	433
05:15 PM 05:30 PM	0		2				8	54			33	5	102	A	419
05:30 PM 05:45 PM	6		2				9	53			25	4	99	A	424
05:45 PM 06:00 PM	5		2				6	45			18	1	77	A	403
06:00 PM 06:15 PM	3		1				3	57			17	1	82	A	360
06:15 PM 06:30 PM	0		3				6	44			18	2	73	A	331
06:30 PM 06:45 PM													0	A	232
06:45 PM 07:00 PM													0	A	155
07:00 PM 07:15 PM													0	A	73
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	14	0	4	0	0	0	9	56	0	0	30	3	116
04:30 PM 04:45 PM	6	0	1	0	0	0	4	54	0	0	26	3	94
04:45 PM 05:00 PM	1	0	2	0	0	0	3	55	0	0	33	4	98
05:00 PM 05:15 PM	3	0	3	0	0	0	6	63	0	0	45	5	125
05:15 PM 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:15 PM 05:15 PM	24	0	10	0	0	0	22	228	0	0	134	15	433	0.87
PHF BY MOVEMENT	0.43	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.61	0.90	#DIV/0!	#DIV/0!	0.74	0.75		
PHF BY APPROACH	0.47			#DIV/0!			0.91			0.75				

15	134	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
24	1	^	<	^	>
0	2	>	7	8	9
10	3	v	22	228	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-FRIDAY_342489_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	6	39	0	0	45	0	0	0	0	0	0	39	5	0	44	4	0	12	0	16	105
02:45 PM	10	36	0	0	46	0	0	0	0	0	0	39	6	0	45	7	0	4	0	11	102
Total	16	75	0	0	91	0	0	0	0	0	0	78	11	0	89	11	0	16	0	27	207
03:00 PM	1	42	0	0	43	0	0	0	0	0	0	58	0	0	58	2	0	10	0	12	113
03:15 PM	2	38	0	0	40	0	0	0	0	0	0	64	3	0	67	0	0	7	0	7	114
03:30 PM	2	43	0	0	45	0	0	0	0	0	0	52	10	0	62	4	0	4	0	8	115
03:45 PM	0	42	0	0	42	0	0	0	0	0	0	61	4	0	65	5	0	2	0	7	114
Total	5	165	0	0	170	0	0	0	0	0	0	235	17	0	252	11	0	23	0	34	456
04:00 PM	3	36	0	0	39	0	0	0	0	0	0	41	7	0	48	0	0	3	0	3	90
04:15 PM	3	33	0	0	36	0	0	0	0	0	0	67	4	0	71	1	0	6	0	7	114
04:30 PM	2	35	0	0	37	0	0	0	0	0	0	59	3	0	62	1	0	2	0	3	102
04:45 PM	1	36	0	0	37	0	0	0	0	0	0	51	4	0	55	2	0	3	0	5	97
Total	9	140	0	0	149	0	0	0	0	0	0	218	18	0	236	4	0	14	0	18	403
05:00 PM	1	35	0	0	36	0	0	0	0	0	0	61	4	0	65	5	0	7	0	12	113
05:15 PM	2	49	0	0	51	0	0	0	0	0	0	75	7	0	82	5	0	5	0	10	143
05:30 PM	5	49	0	0	54	0	0	0	0	0	0	68	4	0	72	4	0	4	0	8	134
05:45 PM	7	36	0	0	43	0	0	0	0	0	0	64	6	0	70	2	0	5	0	7	120
Total	15	169	0	0	184	0	0	0	0	0	0	268	21	0	289	16	0	21	0	37	510
06:00 PM	5	36	0	0	41	0	0	0	0	0	0	56	8	0	64	6	0	3	0	9	114
06:15 PM	4	42	0	0	46	0	0	0	0	0	0	55	4	0	59	6	0	7	0	13	118
Grand Total	54	627	0	0	681	0	0	0	0	0	0	910	79	0	989	54	0	84	0	138	1808
Apprch %	7.9	92.1	0	0		0	0	0	0		0	92	8	0		39.1	0	60.9	0		
Total %	3	34.7	0	0	37.7	0	0	0	0	0	0	50.3	4.4	0	54.7	3	0	4.6	0	7.6	
Lights	52	615	0	0	667	0	0	0	0	0	0	888	75	0	963	50	0	78	0	128	1758
% Lights	96.3	98.1	0	0	97.9	0	0	0	0	0	0	97.6	94.9	0	97.4	92.6	0	92.9	0	92.8	97.2
Buses	2	7	0	0	9	0	0	0	0	0	0	8	0	0	8	1	0	2	0	3	20
% Buses	3.7	1.1	0	0	1.3	0	0	0	0	0	0	0.9	0	0	0.8	1.9	0	2.4	0	2.2	1.1
Trucks	0	5	0	0	5	0	0	0	0	0	0	13	4	0	17	3	0	4	0	7	29
% Trucks	0	0.8	0	0	0.7	0	0	0	0	0	0	1.4	5.1	0	1.7	5.6	0	4.8	0	5.1	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-FRIDAY_342489_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	2	49	0	0	51	0	0	0	0	0	0	75	7	0	82	5	0	5	0	10	143
05:30 PM	5	49	0	0	54	0	0	0	0	0	0	68	4	0	72	4	0	4	0	8	134
05:45 PM	7	36	0	0	43	0	0	0	0	0	0	64	6	0	70	2	0	5	0	7	120
06:00 PM	5	36	0	0	41	0	0	0	0	0	0	56	8	0	64	6	0	3	0	9	114
Total Volume	19	170	0	0	189	0	0	0	0	0	0	263	25	0	288	17	0	17	0	34	511
% App. Total	10.1	89.9	0	0		0	0	0	0		0	91.3	8.7	0		50	0	50	0		
PHF	.679	.867	.000	.000	.875	.000	.000	.000	.000	.000	.000	.877	.781	.000	.878	.708	.000	.850	.000	.850	.893
Lights	19	169	0	0	188	0	0	0	0	0	0	260	25	0	285	17	0	17	0	34	507
% Lights	100	99.4	0	0	99.5	0	0	0	0	0	0	98.9	100	0	99.0	100	0	100	0	100	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0.6	0	0	0.5	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-_SATURDAY_342491_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	39	0	0	43	0	0	0	0	0	0	24	4	0	28	2	0	2	1	5	76
11:15 AM	1	47	0	0	48	0	0	0	0	0	0	37	5	0	42	4	0	5	0	9	99
11:30 AM	4	54	0	0	58	0	0	0	0	0	0	45	1	0	46	3	0	1	0	4	108
11:45 AM	3	39	0	0	42	0	0	0	0	0	0	45	4	0	49	2	0	0	0	2	93
Total	12	179	0	0	191	0	0	0	0	0	0	151	14	0	165	11	0	8	1	20	376
12:00 PM	0	42	0	0	42	0	0	0	0	0	0	44	7	0	51	5	0	4	0	9	102
12:15 PM	2	53	0	0	55	0	0	0	0	0	0	49	3	0	52	4	0	3	0	7	114
12:30 PM	1	37	0	0	38	0	0	0	0	0	0	39	4	0	43	3	0	7	0	10	91
12:45 PM	4	47	0	0	51	0	0	0	0	0	0	44	2	0	46	1	0	4	0	5	102
Total	7	179	0	0	186	0	0	0	0	0	0	176	16	0	192	13	0	18	0	31	409
01:00 PM	3	42	0	0	45	0	0	0	0	0	0	53	2	0	55	2	0	3	0	5	105
01:15 PM	2	46	0	0	48	0	0	0	0	0	0	45	5	0	50	6	0	2	0	8	106
01:30 PM	5	32	0	0	37	0	0	0	0	0	0	47	1	0	48	7	0	3	0	10	95
01:45 PM	5	44	0	0	49	0	0	0	0	0	0	36	3	0	39	6	0	1	0	7	95
Total	15	164	0	0	179	0	0	0	0	0	0	181	11	0	192	21	0	9	0	30	401
02:00 PM	5	42	0	0	47	0	0	0	0	0	0	43	6	0	49	2	0	0	0	2	98
02:15 PM	2	35	0	0	37	0	0	0	0	0	0	52	3	0	55	1	0	1	0	2	94
02:30 PM	3	36	0	0	39	0	0	0	0	0	0	46	4	0	50	1	0	1	0	2	91
02:45 PM	5	33	0	0	38	0	0	0	0	0	0	36	2	0	38	3	0	5	0	8	84
Total	15	146	0	0	161	0	0	0	0	0	0	177	15	0	192	7	0	7	0	14	367
Grand Total	49	668	0	0	717	0	0	0	0	0	0	685	56	0	741	52	0	42	1	95	1553
Apprch %	6.8	93.2	0	0		0	0	0	0		0	92.4	7.6	0		54.7	0	44.2	1.1		
Total %	3.2	43	0	0	46.2	0	0	0	0	0	0	44.1	3.6	0	47.7	3.3	0	2.7	0.1	6.1	
Lights	49	663	0	0	712	0	0	0	0	0	0	674	54	0	728	52	0	41	0	93	1533
% Lights	100	99.3	0	0	99.3	0	0	0	0	0	0	98.4	96.4	0	98.2	100	0	97.6	0	97.9	98.7
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	4	0	0	4	0	0	0	0	0	0	9	2	0	11	0	0	1	0	1	16
% Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	1.3	3.6	0	1.5	0	0	2.4	0	1.1	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.1	0.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-_SATURDAY_342491_09-10-2016
Site Code :
Start Date : 9/10/2016

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	4	54	0	0	58	0	0	0	0	0	0	45	1	0	46	3	0	1	0	4	108
11:45 AM	3	39	0	0	42	0	0	0	0	0	0	45	4	0	49	2	0	0	0	2	93
12:00 PM	0	42	0	0	42	0	0	0	0	0	0	44	7	0	51	5	0	4	0	9	102
12:15 PM	2	53	0	0	55	0	0	0	0	0	0	49	3	0	52	4	0	3	0	7	114
Total Volume	9	188	0	0	197	0	0	0	0	0	0	183	15	0	198	14	0	8	0	22	417
% App. Total	4.6	95.4	0	0		0	0	0	0		0	92.4	7.6	0		63.6	0	36.4	0		
PHF	.563	.870	.000	.000	.849	.000	.000	.000	.000	.000	.000	.934	.536	.000	.952	.700	.000	.500	.000	.611	.914
Lights	9	186	0	0	195	0	0	0	0	0	0	180	15	0	195	14	0	8	0	22	412
% Lights	100	98.9	0	0	99.0	0	0	0	0	0	0	98.4	100	0	98.5	100	0	100	0	100	98.8
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5
Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-_SUNDAY_342493_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	39	0	0	42	0	0	0	0	0	0	31	1	0	32	3	0	3	0	6	80
11:15 AM	1	52	0	0	53	0	0	0	0	0	0	25	3	0	28	3	0	1	0	4	85
11:30 AM	5	44	0	0	49	0	0	0	0	0	0	35	2	0	37	5	0	7	0	12	98
11:45 AM	3	41	0	0	44	0	0	0	0	0	0	40	6	0	46	4	0	1	0	5	95
Total	12	176	0	0	188	0	0	0	0	0	0	131	12	0	143	15	0	12	0	27	358
12:00 PM	3	46	0	0	49	0	0	0	0	0	0	31	3	0	34	2	0	1	0	3	86
12:15 PM	2	45	0	0	47	0	0	0	0	0	0	53	2	0	55	5	0	3	0	8	110
12:30 PM	1	42	0	0	43	0	0	0	0	0	0	38	4	0	42	4	0	3	0	7	92
12:45 PM	2	36	0	0	38	0	0	0	0	0	0	35	1	0	36	1	0	2	0	3	77
Total	8	169	0	0	177	0	0	0	0	0	0	157	10	0	167	12	0	9	0	21	365
01:00 PM	0	51	0	0	51	0	0	0	0	0	0	32	2	0	34	2	0	2	0	4	89
01:15 PM	2	37	0	0	39	0	0	0	0	0	0	42	1	0	43	0	0	5	0	5	87
01:30 PM	4	37	0	0	41	0	0	0	0	0	0	35	3	0	38	2	0	1	0	3	82
01:45 PM	2	33	0	0	35	0	0	0	0	0	0	46	3	0	49	4	0	4	0	8	92
Total	8	158	0	0	166	0	0	0	0	0	0	155	9	0	164	8	0	12	0	20	350
02:00 PM	1	37	0	0	38	0	0	0	0	0	0	38	3	0	41	1	0	6	0	7	86
02:15 PM	2	32	0	0	34	0	0	0	0	0	0	45	3	0	48	5	0	5	0	10	92
02:30 PM	0	50	0	0	50	0	0	0	0	0	0	40	2	0	42	2	0	1	0	3	95
02:45 PM	1	44	0	0	45	0	0	0	0	0	0	47	2	0	49	4	0	1	0	5	99
Total	4	163	0	0	167	0	0	0	0	0	0	170	10	0	180	12	0	13	0	25	372
Grand Total	32	666	0	0	698	0	0	0	0	0	0	613	41	0	654	47	0	46	0	93	1445
Apprch %	4.6	95.4	0	0		0	0	0	0		0	93.7	6.3	0		50.5	0	49.5	0		
Total %	2.2	46.1	0	0	48.3	0	0	0	0	0	0	42.4	2.8	0	45.3	3.3	0	3.2	0	6.4	
Lights	32	653	0	0	685	0	0	0	0	0	0	605	41	0	646	47	0	46	0	93	1424
% Lights	100	98	0	0	98.1	0	0	0	0	0	0	98.7	100	0	98.8	100	0	100	0	100	98.5
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Trucks	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
% Trucks	0	1.4	0	0	1.3	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	1
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-_CLOVE_ROAD_AND_ROUND_HILL_ROAD-_SUNDAY_342493_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	5	44	0	0	49	0	0	0	0	0	0	35	2	0	37	5	0	7	0	12	98
11:45 AM	3	41	0	0	44	0	0	0	0	0	0	40	6	0	46	4	0	1	0	5	95
12:00 PM	3	46	0	0	49	0	0	0	0	0	0	31	3	0	34	2	0	1	0	3	86
12:15 PM	2	45	0	0	47	0	0	0	0	0	0	53	2	0	55	5	0	3	0	8	110
Total Volume	13	176	0	0	189	0	0	0	0	0	0	159	13	0	172	16	0	12	0	28	389
% App. Total	6.9	93.1	0	0		0	0	0	0		0	92.4	7.6	0		57.1	0	42.9	0		
PHF	.650	.957	.000	.000	.964	.000	.000	.000	.000	.000	.000	.750	.542	.000	.782	.800	.000	.429	.000	.583	.884
Lights	13	175	0	0	188	0	0	0	0	0	0	157	13	0	170	16	0	12	0	28	386
% Lights	100	99.4	0	0	99.5	0	0	0	0	0	0	98.7	100	0	98.8	100	0	100	0	100	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0.6	0	0	0.5	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#4

LOCATION: NYS ROUTE 208 & MOUNTAIN ROAD PROJECT: SLEEP INN HOTEL

DATE OF COUNT: 06/04/15 DAY: THURSDAY JCE JOB #: 15001054A START TIME : 07:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
07:00 AM 07:15 AM				12		1		53	7	3	164		240	A	
07:15 AM 07:30 AM				8		5		50	19	4	155		241	A	
07:30 AM 07:45 AM				14		9		63	10	4	209		309	X	
07:45 AM 08:00 AM				11		8		55	19	14	259		366	X	1156
08:00 AM 08:15 AM				19		4		61	13	8	172		277	X	1193
08:15 AM 08:30 AM				15		10		84	10	5	225		349	X	1301
08:30 AM 08:45 AM				23		8		63	13	11	183		301	A	1293
08:45 AM 09:00 AM				19		3		82	19	10	179		312	A	1239
09:00 AM 09:15 AM													0	A	962
09:15 AM 09:30 AM													0	A	613
09:30 AM 09:45 AM													0	A	312
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0
10:45 AM 11:00 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM 07:45 AM	0	0	0	14	0	9	0	63	10	4	209	0	309	
07:45 AM 08:00 AM	0	0	0	11	0	8	0	55	19	14	259	0	366	
08:00 AM 08:15 AM	0	0	0	19	0	4	0	61	13	8	172	0	277	
08:15 AM 08:30 AM	0	0	0	15	0	10	0	84	10	5	225	0	349	
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	0	0	0	59	0	31	0	263	52	31	865	0	1301	0.888661
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.78	#DIV/0!	0.78	#DIV/0!	0.78	0.68	0.55	0.83	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.90			0.84			0.82				

0	865	31	^	6	31
12	11	10	<	5	0
<	v	>	v	4	59
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	263	52

LOCATION: NYS ROUTE 208 & MOUNTAIN ROAD PROJECT: SLEEP INN HOTEL

DATE OF COUNT: 06/04/15 DAY: THURSDAY JCE JOB #: 15001054A START TIME : 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM				15		7		168	14	3	86		293	A	
04:15 PM	04:30 PM				26		15		232	15	11	141		440	X	
04:30 PM	04:45 PM				8		8		237	8	8	125		394	X	
04:45 PM	05:00 PM				13		6		234	22	10	89		374	X	1501
05:00 PM	05:15 PM				8		15		290	22	11	119		465	X	1673
05:15 PM	05:30 PM				14		11		220	20	4	106		375	A	1608
05:30 PM	05:45 PM				10		5		206	15	9	111		356	A	1570
05:45 PM	06:00 PM				11		8		235	22	14	100		390	A	1586
06:00 PM	06:15 PM													0	A	1121
06:15 PM	06:30 PM													0	A	746
06:30 PM	06:45 PM													0	A	390
06:45 PM	07:00 PM													0	A	0
07:00 PM	07:15 PM													0	A	0
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0
07:45 PM	08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	26	0	15	0	232	15	11	141	0	440
04:30 PM	04:45 PM	0	0	0	8	0	8	0	237	8	8	125	0	394
04:45 PM	05:00 PM	0	0	0	13	0	6	0	234	22	10	89	0	374
05:00 PM	05:15 PM	0	0	0	8	0	15	0	290	22	11	119	0	465
05:15 PM	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	total	**PHF**
04:15 PM	05:15 PM	0	0	0	55	0	44	0	993	67	40	474	0	1673	0.899462
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.53	#DIV/0!	0.73	#DIV/0!	0.86	0.76	0.91	0.84	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.60			0.85			0.85				

0	**474**	**40**	^	6	**44**
12	11	10	<	5	**0**
<	v	>	v	4	**55**
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	**0**	**993**	**67**

Study Name 2-Route 208 At Mountain Rd
Start Date 08/22/2014
Start Time 3:00 PM
Site Code

All Vehicles

	Southbound St Southbound			Mountain Road Westbound			Route 208 Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	4	98	0	35	11	0	153	34	0	335	
3:15 PM	7	114	0	41	10	0	176	23	0	371	
3:30 PM	7	112	0	43	5	0	148	32	0	347	
3:45 PM	8	118	0	28	10	0	155	22	0	341	1394
4:00 PM	7	103	0	33	23	0	163	21	0	350	1409
4:15 PM	10	110	0	26	18	0	184	18	0	366	1404
4:30 PM	1	137	0	34	16	0	191	17	0	396	1453
4:45 PM	5	139	0	27	24	0	198	19	0	412	1524
5:00 PM	6	100	0	23	15	0	244	34	0	422	1596
5:15 PM	3	113	0	13	22	0	218	27	0	396	1626
5:30 PM	5	111	0	21	15	0	231	25	0	408	1638
5:45 PM	9	95	0	19	22	0	209	28	0	382	1608
										0	
4:45-5:45 pm Pk Hr	**19**	**463**	**0**	**84**	**76**	**0**	**891**	**105**	**0**	**1638**	0.97
Trucks + Buses	0	4	0	2	0	0	8	1	0	15	
HV%	0.0%	0.9%	#DIV/0!	2.4%	0.0%	#DIV/0!	0.9%	1.0%	#DIV/0!	0.9%	

HV by Approach

4 1%	2 1%	9 1%

Study Name **Route 208 At Mountain Rd**
Start Date **9/12/2014**
Start Time **4:00 PM**
Site Code

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn		
4:00 PM	4	112	0	29	20	0	194	14	0	373	
4:15 PM	8	121	0	31	21	0	218	21	0	420	
4:30 PM	4	110	0	31	11	0	247	15	0	418	
4:45 PM	6	119	0	25	29	0	224	18	0	421	1632
5:00 PM	4	123	0	18	15	0	230	25	0	415	1674
5:15 PM	6	123	0	21	20	0	216	23	0	409	1663
5:30 PM	4	110	0	16	18	0	216	18	0	382	1627
5:45 PM	8	121	0	14	20	0	192	20	0	375	1581
PH: 4:15-5:15	22	473	0	105	76	0	919	79	0	1674	
PHF:	0.69	0.96		0.85	0.66		0.93	0.79		0.99	

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_FRIDAY_342538_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	118	8	0	126	11	0	30	0	41	19	154	0	0	173	0	0	0	0	0	340
02:45 PM	0	121	11	0	132	13	0	21	0	34	21	173	0	0	194	0	0	0	0	0	360
Total	0	239	19	0	258	24	0	51	0	75	40	327	0	0	367	0	0	0	0	0	700
03:00 PM	0	135	9	0	144	19	0	31	0	50	26	193	0	0	219	0	0	0	0	0	413
03:15 PM	0	142	14	0	156	13	0	23	0	36	23	192	0	0	215	0	0	0	0	0	407
03:30 PM	0	130	16	0	146	14	0	27	0	41	29	189	0	0	218	0	0	0	0	0	405
03:45 PM	0	121	9	0	130	18	0	22	0	40	28	236	0	0	264	0	0	0	0	0	434
Total	0	528	48	0	576	64	0	103	0	167	106	810	0	0	916	0	0	0	0	0	1659
04:00 PM	0	119	7	0	126	13	0	15	0	28	27	240	0	0	267	0	0	0	0	0	421
04:15 PM	0	121	8	0	129	13	0	23	0	36	14	228	0	0	242	0	0	0	0	0	407
04:30 PM	0	118	7	0	125	9	0	20	0	29	21	239	0	0	260	0	0	0	0	0	414
04:45 PM	0	137	8	0	145	27	0	18	0	45	27	241	0	0	268	0	0	0	0	0	458
Total	0	495	30	0	525	62	0	76	0	138	89	948	0	0	1037	0	0	0	0	0	1700
05:00 PM	0	133	18	0	151	12	0	16	0	28	28	246	0	0	274	0	0	0	0	0	453
05:15 PM	0	137	11	0	148	8	0	11	0	19	20	213	0	0	233	0	0	0	0	0	400
05:30 PM	0	112	17	0	129	9	0	11	0	20	15	199	0	0	214	0	0	0	0	0	363
05:45 PM	0	109	11	0	120	12	0	13	0	25	15	184	0	0	199	0	0	0	0	0	344
Total	0	491	57	0	548	41	0	51	0	92	78	842	0	0	920	0	0	0	0	0	1560
06:00 PM	0	103	7	0	110	9	0	9	0	18	22	181	0	0	203	0	0	0	0	0	331
06:15 PM	0	102	10	0	112	5	0	12	0	17	15	210	0	0	225	0	0	0	0	0	354
Grand Total	0	1958	171	0	2129	205	0	302	0	507	350	3318	0	0	3668	0	0	0	0	0	6304
Apprch %	0	92	8	0		40.4	0	59.6	0		9.5	90.5	0	0		0	0	0	0		
Total %	0	31.1	2.7	0	33.8	3.3	0	4.8	0	8	5.6	52.6	0	0	58.2	0	0	0	0	0	
Lights	0	1914	163	0	2077	193	0	284	0	477	343	3278	0	0	3621	0	0	0	0	0	6175
% Lights	0	97.8	95.3	0	97.6	94.1	0	94	0	94.1	98	98.8	0	0	98.7	0	0	0	0	0	98
Buses	0	9	1	0	10	4	0	5	0	9	1	9	0	0	10	0	0	0	0	0	29
% Buses	0	0.5	0.6	0	0.5	2	0	1.7	0	1.8	0.3	0.3	0	0	0.3	0	0	0	0	0	0.5
Trucks	0	35	7	0	42	8	0	13	0	21	6	29	0	0	35	0	0	0	0	0	98
% Trucks	0	1.8	4.1	0	2	3.9	0	4.3	0	4.1	1.7	0.9	0	0	1	0	0	0	0	0	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_FRIDAY_342538_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	121	8	0	129	13	0	23	0	36	14	228	0	0	242	0	0	0	0	0	407
04:30 PM	0	118	7	0	125	9	0	20	0	29	21	239	0	0	260	0	0	0	0	0	414
04:45 PM	0	137	8	0	145	27	0	18	0	45	27	241	0	0	268	0	0	0	0	0	458
05:00 PM	0	133	18	0	151	12	0	16	0	28	28	246	0	0	274	0	0	0	0	0	453
Total Volume	0	509	41	0	550	61	0	77	0	138	90	954	0	0	1044	0	0	0	0	0	1732
% App. Total	0	92.5	7.5	0		44.2	0	55.8	0		8.6	91.4	0	0		0	0	0	0		
PHF	.000	.929	.569	.000	.911	.565	.000	.837	.000	.767	.804	.970	.000	.000	.953	.000	.000	.000	.000	.000	.945
Lights	0	501	39	0	540	57	0	72	0	129	89	945	0	0	1034	0	0	0	0	0	1703
% Lights	0	98.4	95.1	0	98.2	93.4	0	93.5	0	93.5	98.9	99.1	0	0	99.0	0	0	0	0	0	98.3
Buses	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0	0	0	0	1.6	0	1.3	0	1.4	0	0.1	0	0	0.1	0	0	0	0	0	0.2
Trucks	0	8	2	0	10	3	0	4	0	7	1	6	0	0	7	0	0	0	0	0	24
% Trucks	0	1.6	4.9	0	1.8	4.9	0	5.2	0	5.1	1.1	0.6	0	0	0.7	0	0	0	0	0	1.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#4

LOCATION: NYS ROUTE 208 & MOUNTAIN ROAD PROJECT: SLEEP INN HOTEL

DATE OF COUNT: 06/13/15 DAY: SATURDAY JCE JOB #: 15001054A START TIME: 11:00 **SAT**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
SAT PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
11:00 AM 11:15 AM				4		9		143	6	3	166		331	A	
11:15 AM 11:30 AM				10		5		121	8	3	137		284	A	
11:30 AM 11:45 AM				10		10		126	7	6	165		324	A	
11:45 AM 12:00 PM				9		2		136	16	5	181		349	A	1288
12:00 PM 12:15 PM				8		3		140	5	4	155		315	A	1272
12:15 PM 12:30 PM				7		8		166	11	4	165		361	X	1349
12:30 PM 12:45 PM				11		14		217	7	5	165		419	X	1444
12:45 PM 01:00 PM				6		3		139	13	4	166		331	X	1426
01:00 PM 01:15 PM				10		11		147	11	6	169		354	X	1465
01:15 PM 01:30 PM				7		4		151	12	4	140		318	A	1422
01:30 PM 01:45 PM				13		10		132	9	11	165		340	A	1343
01:45 PM 02:00 PM				8		4		129	11	4	118		274	A	1286
02:00 PM 02:15 PM													0	A	932
02:15 PM 02:30 PM													0	A	614
02:30 PM 02:45 PM													0	A	274
02:45 PM 03:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM 12:30 PM	0	0	0	7	0	8	0	166	11	4	165	0	361
12:30 PM 12:45 PM	0	0	0	11	0	14	0	217	7	5	165	0	419
12:45 PM 01:00 PM	0	0	0	6	0	3	0	139	13	4	166	0	331
01:00 PM 01:15 PM	0	0	0	10	0	11	0	147	11	6	169	0	354
01:15 PM 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

SAT PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:15 PM 01:15 PM	0	0	0	34	0	36	0	669	42	19	665	0	1465	0.87
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	#DIV/0!	0.77	#DIV/0!	0.64	#DIV/0!	0.77	0.81	0.79	0.98	#DIV/0!		
PHF BY APPROACH	#DIV/0!			0.70			0.79			0.98				

0	665	19	^	6	36
12	11	10	<	5	0
<	v	>	v	4	34
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	669	42

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_SATURDAY_342541_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	168	4	0	172	4	0	7	0	11	8	138	0	0	146	0	0	0	0	0	329
11:15 AM	0	179	7	0	186	12	0	11	0	23	5	146	0	0	151	0	0	0	0	0	360
11:30 AM	0	155	8	0	163	14	0	4	0	18	8	141	0	0	149	0	0	0	0	0	330
11:45 AM	0	151	3	0	154	2	0	5	0	7	10	152	0	0	162	0	0	0	0	0	323
Total	0	653	22	0	675	32	0	27	0	59	31	577	0	0	608	0	0	0	0	0	1342
12:00 PM	0	162	2	0	164	4	0	8	2	14	9	115	0	0	124	0	0	0	0	0	302
12:15 PM	0	151	3	0	154	2	0	5	0	7	6	137	0	0	143	0	0	0	0	0	304
12:30 PM	0	144	4	0	148	6	0	7	0	13	6	166	0	0	172	0	0	0	0	0	333
12:45 PM	0	146	8	0	154	8	0	5	0	13	11	144	0	0	155	0	0	0	0	0	322
Total	0	603	17	0	620	20	0	25	2	47	32	562	0	0	594	0	0	0	0	0	1261
01:00 PM	0	165	5	0	170	8	0	5	0	13	16	151	0	0	167	0	0	0	0	0	350
01:15 PM	0	166	2	0	168	5	0	6	0	11	12	143	0	0	155	0	0	0	0	0	334
01:30 PM	0	127	3	0	130	5	0	9	0	14	9	132	0	0	141	0	0	0	0	0	285
01:45 PM	0	152	5	0	157	6	0	15	0	21	6	143	0	0	149	0	0	0	0	0	327
Total	0	610	15	0	625	24	0	35	0	59	43	569	0	0	612	0	0	0	0	0	1296
02:00 PM	0	133	6	0	139	9	0	6	0	15	10	168	0	0	178	0	0	0	0	0	332
02:15 PM	0	135	3	0	138	4	0	5	0	9	10	137	0	0	147	0	0	0	0	0	294
02:30 PM	0	128	7	0	135	4	0	10	0	14	13	164	0	0	177	0	0	0	0	0	326
02:45 PM	0	142	2	0	144	9	0	8	0	17	14	173	0	0	187	0	0	0	0	0	348
Total	0	538	18	0	556	26	0	29	0	55	47	642	0	0	689	0	0	0	0	0	1300
Grand Total	0	2404	72	0	2476	102	0	116	2	220	153	2350	0	0	2503	0	0	0	0	0	5199
Apprch %	0	97.1	2.9	0		46.4	0	52.7	0.9		6.1	93.9	0	0		0	0	0	0		
Total %	0	46.2	1.4	0	47.6	2	0	2.2	0	4.2	2.9	45.2	0	0	48.1	0	0	0	0	0	
Lights	0	2388	72	0	2460	96	0	115	0	211	150	2322	0	0	2472	0	0	0	0	0	5143
% Lights	0	99.3	100	0	99.4	94.1	0	99.1	0	95.9	98	98.8	0	0	98.8	0	0	0	0	0	98.9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	14	0	0	14	6	0	1	0	7	3	25	0	0	28	0	0	0	0	0	49
% Trucks	0	0.6	0	0	0.6	5.9	0	0.9	0	3.2	2	1.1	0	0	1.1	0	0	0	0	0	0.9
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_SATURDAY_342541_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	168	4	0	172	4	0	7	0	11	8	138	0	0	146	0	0	0	0	0	329
11:15 AM	0	179	7	0	186	12	0	11	0	23	5	146	0	0	151	0	0	0	0	0	360
11:30 AM	0	155	8	0	163	14	0	4	0	18	8	141	0	0	149	0	0	0	0	0	330
11:45 AM	0	151	3	0	154	2	0	5	0	7	10	152	0	0	162	0	0	0	0	0	323
Total Volume	0	653	22	0	675	32	0	27	0	59	31	577	0	0	608	0	0	0	0	0	1342
% App. Total	0	96.7	3.3	0		54.2	0	45.8	0		5.1	94.9	0	0		0	0	0	0		
PHF	.000	.912	.688	.000	.907	.571	.000	.614	.000	.641	.775	.949	.000	.000	.938	.000	.000	.000	.000	.000	.932
Lights	0	651	22	0	673	28	0	27	0	55	29	572	0	0	601	0	0	0	0	0	1329
% Lights	0	99.7	100	0	99.7	87.5	0	100	0	93.2	93.5	99.1	0	0	98.8	0	0	0	0	0	99.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	2	0	0	2	4	0	0	0	4	2	4	0	0	6	0	0	0	0	0	12
% Trucks	0	0.3	0	0	0.3	12.5	0	0	0	6.8	6.5	0.7	0	0	1.0	0	0	0	0	0	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name 2-Route 208 At Mountain Rd-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	10	170	0	11	9	0	108	12	0	320	
12:15 PM	6	156	0	18	10	0	123	15	0	328	
12:30 PM	8	136	0	21	11	0	109	19	0	304	
12:45 PM	6	137	0	13	2	0	122	18	0	298	1250
1:00 PM	5	114	0	19	7	0	126	16	0	287	1217
1:15 PM	5	136	0	19	8	0	136	20	0	324	1213
1:30 PM	6	139	0	20	6	0	114	23	0	308	1217
1:45 PM	12	141	0	23	8	0	130	21	0	335	1254
2:00 PM	16	128	0	24	8	0	123	17	0	316	1283
2:15 PM	3	105	0	13	4	0	134	27	0	286	1245
2:30 PM	5	123	0	21	4	0	127	21	0	301	1238
2:45 PM	4	115	0	15	7	0	113	25	0	279	1182
Peak hour 1:15-2:15 pm	39	544	0	86	30	0	503	81	0		0.96
Trucks + Buses	0	5	0	1	0	0	3	0	0	2	
HV%	0.0%	0.9%		1.2%	0.0%	#DIV/0!	0.6%	0.0%	#DIV/0!	#DIV/0!	

HV by Approach

5 1%	1 1%	3 1%

#4

Study Name Route 208 At Mountain Rd-Sun
Start Date 9/14/2014
Start Time 12:00 PM
Site Code

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn		
12:00 PM	6	136	0	12	7	0	121	14	0	296	
12:15 PM	5	137	0	15	6	0	124	12	0	299	
12:30 PM	7	140	0	15	8	0	131	16	0	317	
12:45 PM	4	140	0	18	5	0	123	14	0	304	1216
1:00 PM	7	124	0	21	6	0	132	18	0	308	1228
1:15 PM	4	137	0	17	7	0	129	18	0	312	1241
1:30 PM	7	144	0	17	8	0	130	21	0	327	1251
1:45 PM	9	137	0	20	4	0	130	15	0	315	1262
2:00 PM	11	130	0	14	7	0	130	14	0	306	1260
2:15 PM	8	110	0	18	6	0	116	21	0	279	1227
2:30 PM	6	120	0	18	8	0	125	22	0	299	1199
2:45 PM	5	132	0	17	8	0	123	19	0	304	1188
PH: 1-2	27	542	0	75	25	0	521	72	0	1262	
PHF:	0.75	0.94		0.89	0.78		0.99	0.86		0.96	

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_SUNDAY_342542_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	143	2	0	145	6	0	19	2	27	14	122	0	0	136	0	0	0	0	0	308
11:15 AM	0	170	3	0	173	12	0	13	0	25	24	118	0	0	142	0	0	0	0	0	340
11:30 AM	0	175	11	0	186	10	0	17	0	27	17	124	0	0	141	0	0	0	0	0	354
11:45 AM	0	178	14	0	192	11	0	18	0	29	12	132	0	0	144	0	0	0	0	0	365
Total	0	666	30	0	696	39	0	67	2	108	67	496	0	0	563	0	0	0	0	0	1367
12:00 PM	0	131	7	0	138	8	0	23	0	31	9	142	0	0	151	0	0	0	0	0	320
12:15 PM	0	177	6	0	183	15	0	9	0	24	18	133	0	2	153	0	0	0	0	0	360
12:30 PM	0	145	8	0	153	10	0	10	0	20	18	119	0	0	137	0	0	0	0	0	310
12:45 PM	0	150	11	0	161	9	0	18	0	27	12	169	0	0	181	0	0	0	0	0	369
Total	0	603	32	0	635	42	0	60	0	102	57	563	0	2	622	0	0	0	0	0	1359
01:00 PM	0	144	15	0	159	9	0	17	0	26	9	123	0	0	132	0	0	0	0	0	317
01:15 PM	0	158	12	0	170	7	0	14	0	21	15	138	0	0	153	0	0	0	0	0	344
01:30 PM	0	126	13	0	139	11	0	20	0	31	14	113	0	0	127	0	0	0	0	0	297
01:45 PM	0	101	4	0	105	13	0	9	0	22	14	133	0	0	147	0	0	0	0	0	274
Total	0	529	44	0	573	40	0	60	0	100	52	507	0	0	559	0	0	0	0	0	1232
02:00 PM	0	128	12	0	140	11	0	19	0	30	18	115	0	0	133	0	0	0	0	0	303
02:15 PM	0	125	10	0	135	6	0	10	0	16	17	155	0	0	172	0	0	0	0	0	323
02:30 PM	0	124	14	0	138	5	0	13	0	18	19	127	0	0	146	0	0	0	0	0	302
02:45 PM	0	96	16	0	112	10	0	17	0	27	19	150	0	0	169	0	0	0	0	0	308
Total	0	473	52	0	525	32	0	59	0	91	73	547	0	0	620	0	0	0	0	0	1236
Grand Total	0	2271	158	0	2429	153	0	246	2	401	249	2113	0	2	2364	0	0	0	0	0	5194
Apprch %	0	93.5	6.5	0		38.2	0	61.3	0.5		10.5	89.4	0	0.1		0	0	0	0		
Total %	0	43.7	3	0	46.8	2.9	0	4.7	0	7.7	4.8	40.7	0	0	45.5	0	0	0	0	0	
Lights	0	2257	155	0	2412	151	0	241	0	392	243	2094	0	0	2337	0	0	0	0	0	5141
% Lights	0	99.4	98.1	0	99.3	98.7	0	98	0	97.8	97.6	99.1	0	0	98.9	0	0	0	0	0	99
Buses	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Buses	0	0.1	0.6	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	10	2	0	12	2	0	5	0	7	6	15	0	0	21	0	0	0	0	0	40
% Trucks	0	0.4	1.3	0	0.5	1.3	0	2	0	1.7	2.4	0.7	0	0	0.9	0	0	0	0	0	0.8
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_AND_MOUNTAIN_ROAD-_SUNDAY_342542_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	175	11	0	186	10	0	17	0	27	17	124	0	0	141	0	0	0	0	0	354
11:45 AM	0	178	14	0	192	11	0	18	0	29	12	132	0	0	144	0	0	0	0	0	365
12:00 PM	0	131	7	0	138	8	0	23	0	31	9	142	0	0	151	0	0	0	0	0	320
12:15 PM	0	177	6	0	183	15	0	9	0	24	18	133	0	2	153	0	0	0	0	0	360
Total Volume	0	661	38	0	699	44	0	67	0	111	56	531	0	2	589	0	0	0	0	0	1399
% App. Total	0	94.6	5.4	0		39.6	0	60.4	0		9.5	90.2	0	0.3		0	0	0	0		
PHF	.000	.928	.679	.000	.910	.733	.000	.728	.000	.895	.778	.935	.000	.250	.962	.000	.000	.000	.000	.000	.958
Lights	0	658	36	0	694	44	0	66	0	110	54	528	0	0	582	0	0	0	0	0	1386
% Lights	0	99.5	94.7	0	99.3	100	0	98.5	0	99.1	96.4	99.4	0	0	98.8	0	0	0	0	0	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.1
Trucks	0	2	2	0	4	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	8
% Trucks	0	0.3	5.3	0	0.6	0	0	1.5	0	0.9	3.6	0.2	0	0	0.5	0	0	0	0	0	0.6
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0.1

LOCATION: NYS Route 208 & US 17 EB On/Off Ramp PROJECT: Monroe Professional Square, LLC

DATE OF COUNT: 08/12/14 DAY: Tuesday JCE JOB #: 14001208A START TIME : 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM	07:00 AM				8		16		42	72	158	53		349	A	
07:00 AM	07:15 AM				7		15		65	53	139	56		335	A	
07:15 AM	07:30 AM				9		14		88	71	160	56		398	A	
07:30 AM	07:45 AM				13		7		83	62	141	78		384	A	1466
07:45 AM	08:00 AM				18		19		100	41	135	104		417	X	1534
08:00 AM	08:15 AM				10		10		102	56	121	95		394	X	1593
08:15 AM	08:30 AM				16		12		92	73	96	100		389	X	1584
08:30 AM	08:45 AM				16		10		104	71	111	92		404	X	1604
08:45 AM	09:00 AM				11		9		78	60	92	88		338	A	1525
09:00 AM	09:15 AM													0	A	1131
09:15 AM	09:30 AM													0	A	742
09:30 AM	09:45 AM													0	A	338
09:45 AM	10:00 AM													0	A	0
10:00 AM	10:15 AM													0	A	0
10:15 AM	10:30 AM													0	A	0
10:30 AM	10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	18	0	19	0	100	41	135	104	0	417
08:00 AM	08:15 AM	0	0	0	10	0	10	0	102	56	121	95	0	394
08:15 AM	08:30 AM	0	0	0	16	0	12	0	92	73	96	100	0	389
08:30 AM	08:45 AM	0	0	0	16	0	10	0	104	71	111	92	0	404
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**total**	**PHF**
07:45 AM	08:45 AM	0	0	0	60	0	51	0	398	241	463	391	0	1604	0.961631
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.83	#DIV/0!	0.67	#DIV/0!	0.96	0.83	0.86	0.94	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.75			0.91			0.89				

0	**391**	**463**	^	6	**51**
12	11	10	<	5	**0**
<	v	>	v	4	**60**
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	**0**	**398**	**241**

LOCATION: NYS Route 208 & US 17 EB On/Off Ramp PROJECT: Monroe Professional Square, LLC

DATE OF COUNT: 08/07/14 DAY: Thursday JCE JOB #: 14001208A START TIME : 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM				19		17		143	34	31	111		355	A	
04:15 PM	04:30 PM				13		28		138	42	61	131		413	A	
04:30 PM	04:45 PM				19		21		145	38	45	140		408	X	
04:45 PM	05:00 PM				24		24		159	30	58	152		447	X	1623
05:00 PM	05:15 PM				21		25		164	46	49	135		440	X	1708
05:15 PM	05:30 PM				28		33		169	47	59	140		476	X	1771
05:30 PM	05:45 PM				27		24		157	30	50	139		427	A	1790
05:45 PM	06:00 PM				26		21		153	40	47	132		419	A	1762
06:00 PM	06:15 PM													0	A	1322
06:15 PM	06:30 PM													0	A	846
06:30 PM	06:45 PM													0	A	419
06:45 PM	07:00 PM													0	A	0
07:00 PM	07:15 PM													0	A	0
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0
07:45 PM	08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	19	0	21	0	145	38	45	140	0	408
04:45 PM	05:00 PM	0	0	0	24	0	24	0	159	30	58	152	0	447
05:00 PM	05:15 PM	0	0	0	21	0	25	0	164	46	49	135	0	440
05:15 PM	05:30 PM	0	0	0	28	0	33	0	169	47	59	140	0	476
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	**567**	**211**	^	6	**103**
12	11	10	<	5	**0**
<	v	>	v	4	**92**
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	**0**	**637**	**161**

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	total	**PHF**
04:30 PM	05:30 PM	0	0	0	92	0	103	0	637	161	211	567	0	1771	0.930147
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.82	#DIV/0!	0.78	#DIV/0!	0.94	0.86	0.89	0.93	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.80			0.92			0.93				

#5

Study Name 6-Route 208 At Route 17 EB On/Off Ramps
Start Date 08/22/2014
Start Time 3:00 PM
Site Code

All Vehicles

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	45	105	0	29	14	0	180	47	0	420	
3:15 PM	58	114	0	14	16	0	186	43	0	431	
3:30 PM	57	136	0	20	13	0	174	48	0	448	
3:45 PM	44	121	0	19	18	0	183	68	0	453	1752
4:00 PM	53	96	0	19	23	0	213	49	0	453	1785
4:15 PM	52	88	0	19	18	0	195	46	0	418	1772
4:30 PM	63	115	0	24	24	0	187	54	0	467	1791
4:45 PM	50	114	0	20	16	0	177	43	0	420	1758
5:00 PM	41	111	0	16	36	0	215	35	0	454	1759
5:15 PM	41	111	0	28	20	0	201	42	0	443	1784
5:30 PM	47	113	0	17	20	0	198	41	0	436	1753
5:45 PM	46	82	0	16	18	0	207	32	0	401	1734
										0	
4:45-5:45 pm Pk Hr	**179**	**449**	**0**	**81**	**92**	**0**	**791**	**161**	**0**	**1753**	0.97
Trucks + Bus	0	4	0	1	3	0	14	0	0	22	
HV%	0.0%	0.9%	#DIV/0!	1.2%	3.3%	#DIV/0!	1.8%	0.0%	#DIV/0!	1.3%	

HV by Approach

4 1%	4 2%	14 1%

#5

Study Name Route 208 At Route 17 EB on/off Ramps
Start Date 09/12/2014
Start Time 4:00 PM
Site Code

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound			
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	
4:00 PM	35	144	0	13	20	0	160	45	0	417
4:15 PM	56	102	0	25	20	0	155	44	0	402
4:30 PM	44	139	0	19	14	0	145	44	0	405
4:45 PM	53	115	0	24	36	0	163	40	0	431
5:00 PM	45	129	0	16	27	0	153	40	0	410
5:15 PM	57	126	0	18	24	1	167	39	0	432
5:30 PM	44	122	0	22	18	0	153	43	0	402
5:45 PM	43	127	0	10	17	0	141	38	0	376
PHF: 4:15-5:1	199	509	0	77	101	1	628	163	0	1678
PHF:	0.87	0.92		0.80	0.70		0.94	0.93		0.97

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

#5

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_EB_ON_OFF_RAMP-FRIDAY_343879_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crcsswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	113	48	0	161	20	0	17	0	37	55	146	0	0	201	0	0	0	0	0	399
02:45 PM	0	126	53	0	179	11	0	24	0	35	45	138	0	0	183	0	0	0	0	0	397
Total	0	239	101	0	340	31	0	41	0	72	100	284	0	0	384	0	0	0	0	0	796
03:00 PM	0	121	59	0	180	13	0	20	0	33	33	138	0	0	171	0	0	0	0	0	384
03:15 PM	0	98	60	0	158	15	0	11	0	26	44	127	0	0	171	0	0	0	0	0	355
03:30 PM	0	141	53	0	194	7	0	16	0	23	43	162	0	0	205	0	0	0	0	0	422
03:45 PM	0	126	52	0	178	23	0	20	0	43	40	143	0	0	183	0	0	0	0	0	404
Total	0	486	224	0	710	58	0	67	0	125	160	570	0	0	730	0	0	0	0	0	1565
04:00 PM	0	151	54	0	205	19	0	17	0	36	46	146	0	0	192	0	0	0	0	0	433
04:15 PM	0	136	51	0	187	20	0	22	0	42	22	171	0	0	193	0	0	0	0	0	422
04:30 PM	0	121	41	0	162	29	0	21	0	50	44	150	0	0	194	0	0	0	0	0	406
04:45 PM	0	123	55	0	178	14	0	16	0	30	41	148	0	0	189	0	0	0	0	0	397
Total	0	531	201	0	732	82	0	76	0	158	153	615	0	0	768	0	0	0	0	0	1658
05:00 PM	0	117	42	0	159	42	0	20	0	62	36	150	0	0	186	0	0	0	0	0	407
05:15 PM	0	120	53	0	173	14	0	27	0	41	40	147	0	0	187	0	0	0	0	0	401
05:30 PM	0	126	67	0	193	26	0	26	0	52	36	160	0	0	196	0	0	0	0	0	441
05:45 PM	0	126	52	0	178	17	0	13	0	30	49	134	0	0	183	0	0	0	0	0	391
Total	0	489	214	0	703	99	0	86	0	185	161	591	0	0	752	0	0	0	0	0	1640
06:00 PM	0	110	41	0	151	26	0	18	0	44	36	131	0	0	167	0	0	0	0	0	362
06:15 PM	0	101	37	0	138	15	0	14	0	29	32	126	0	0	158	0	0	0	0	0	325
Grand Total	0	1956	818	0	2774	311	0	302	0	613	642	2317	0	0	2959	0	0	0	0	0	6346
Apprch %	0	70.5	29.5	0		50.7	0	49.3	0		21.7	78.3	0	0		0	0	0	0		
Total %	0	30.8	12.9	0	43.7	4.9	0	4.8	0	9.7	10.1	36.5	0	0	46.6	0	0	0	0	0	
Lights	0	1899	796	0	2695	294	0	295	0	589	629	2254	0	0	2883	0	0	0	0	0	6167
% Lights	0	97.1	97.3	0	97.2	94.5	0	97.7	0	96.1	98	97.3	0	0	97.4	0	0	0	0	0	97.2
Buses	0	34	4	0	38	6	0	3	0	9	4	14	0	0	18	0	0	0	0	0	65
% Buses	0	1.7	0.5	0	1.4	1.9	0	1	0	1.5	0.6	0.6	0	0	0.6	0	0	0	0	0	1
Trucks	0	23	18	0	41	10	0	4	0	14	9	48	0	0	57	0	0	0	0	0	112
% Trucks	0	1.2	2.2	0	1.5	3.2	0	1.3	0	2.3	1.4	2.1	0	0	1.9	0	0	0	0	0	1.8
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_EB_ON_OFF_RAMP-FRIDAY_343879_09-09-2016
Site Code :
Start Date : 9/9/2016

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	141	53	0	194	7	0	16	0	23	43	162	0	0	205	0	0	0	0	0	422
03:45 PM	0	126	52	0	178	23	0	20	0	43	40	143	0	0	183	0	0	0	0	0	404
04:00 PM	0	151	54	0	205	19	0	17	0	36	46	146	0	0	192	0	0	0	0	0	433
04:15 PM	0	136	51	0	187	20	0	22	0	42	22	171	0	0	193	0	0	0	0	0	422
Total Volume	0	554	210	0	764	69	0	75	0	144	151	622	0	0	773	0	0	0	0	0	1681
% App. Total	0	72.5	27.5	0		47.9	0	52.1	0		19.5	80.5	0	0		0	0	0	0		
PHF	.000	.917	.972	.000	.932	.750	.000	.852	.000	.837	.821	.909	.000	.000	.943	.000	.000	.000	.000	.000	.971
Lights	0	534	207	0	741	63	0	74	0	137	148	598	0	0	746	0	0	0	0	0	1624
% Lights	0	96.4	98.6	0	97.0	91.3	0	98.7	0	95.1	98.0	96.1	0	0	96.5	0	0	0	0	0	96.6
Buses	0	12	1	0	13	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	20
% Buses	0	2.2	0.5	0	1.7	1.4	0	0	0	0.7	0.7	0.8	0	0	0.8	0	0	0	0	0	1.2
Trucks	0	8	2	0	10	5	0	1	0	6	2	19	0	0	21	0	0	0	0	0	37
% Trucks	0	1.4	1.0	0	1.3	7.2	0	1.3	0	4.2	1.3	3.1	0	0	2.7	0	0	0	0	0	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

#5

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_EB_ON_OFF_RAMP-FRIDAY_343879_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	113	48	0	161	20	0	17	0	37	55	146	0	0	201	0	0	0	0	0	399
02:45 PM	0	126	53	0	179	11	0	24	0	35	45	138	0	0	183	0	0	0	0	0	397
Total	0	239	101	0	340	31	0	41	0	72	100	284	0	0	384	0	0	0	0	0	796
03:00 PM	0	121	59	0	180	13	0	20	0	33	33	138	0	0	171	0	0	0	0	0	384
03:15 PM	0	98	60	0	158	15	0	11	0	26	44	127	0	0	171	0	0	0	0	0	355
03:30 PM	0	141	53	0	194	7	0	16	0	23	43	162	0	0	205	0	0	0	0	0	422
03:45 PM	0	126	52	0	178	23	0	20	0	43	40	143	0	0	183	0	0	0	0	0	404
Total	0	486	224	0	710	58	0	67	0	125	160	570	0	0	730	0	0	0	0	0	1565
04:00 PM	0	151	54	0	205	19	0	17	0	36	46	146	0	0	192	0	0	0	0	0	433
04:15 PM	0	136	51	0	187	20	0	22	0	42	22	171	0	0	193	0	0	0	0	0	422
04:30 PM	0	121	41	0	162	29	0	21	0	50	44	150	0	0	194	0	0	0	0	0	406
04:45 PM	0	123	55	0	178	14	0	16	0	30	41	148	0	0	189	0	0	0	0	0	397
Total	0	531	201	0	732	82	0	76	0	158	153	615	0	0	768	0	0	0	0	0	1658
05:00 PM	0	117	42	0	159	42	0	20	0	62	36	150	0	0	186	0	0	0	0	0	407
05:15 PM	0	120	53	0	173	14	0	27	0	41	40	147	0	0	187	0	0	0	0	0	401
05:30 PM	0	126	67	0	193	26	0	26	0	52	36	160	0	0	196	0	0	0	0	0	441
05:45 PM	0	126	52	0	178	17	0	13	0	30	49	134	0	0	183	0	0	0	0	0	391
Total	0	489	214	0	703	99	0	86	0	185	161	591	0	0	752	0	0	0	0	0	1640
06:00 PM	0	110	41	0	151	26	0	18	0	44	36	131	0	0	167	0	0	0	0	0	362
06:15 PM	0	101	37	0	138	15	0	14	0	29	32	126	0	0	158	0	0	0	0	0	325
Grand Total	0	1956	818	0	2774	311	0	302	0	613	642	2317	0	0	2959	0	0	0	0	0	6346
Apprch %	0	70.5	29.5	0		50.7	0	49.3	0		21.7	78.3	0	0		0	0	0	0		
Total %	0	30.8	12.9	0	43.7	4.9	0	4.8	0	9.7	10.1	36.5	0	0	46.6	0	0	0	0	0	
Lights	0	1899	796	0	2695	294	0	295	0	589	629	2254	0	0	2883	0	0	0	0	0	6167
% Lights	0	97.1	97.3	0	97.2	94.5	0	97.7	0	96.1	98	97.3	0	0	97.4	0	0	0	0	0	97.2
Buses	0	34	4	0	38	6	0	3	0	9	4	14	0	0	18	0	0	0	0	0	65
% Buses	0	1.7	0.5	0	1.4	1.9	0	1	0	1.5	0.6	0.6	0	0	0.6	0	0	0	0	0	1
Trucks	0	23	18	0	41	10	0	4	0	14	9	48	0	0	57	0	0	0	0	0	112
% Trucks	0	1.2	2.2	0	1.5	3.2	0	1.3	0	2.3	1.4	2.1	0	0	1.9	0	0	0	0	0	1.8
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_EB_ON_OFF_RAMP-FRIDAY_343879_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	117	42	0	159	42	0	20	0	62	36	150	0	0	186	0	0	0	0	0	407
05:15 PM	0	120	53	0	173	14	0	27	0	41	40	147	0	0	187	0	0	0	0	0	401
05:30 PM	0	126	67	0	193	26	0	26	0	52	36	160	0	0	196	0	0	0	0	0	441
05:45 PM	0	126	52	0	178	17	0	13	0	30	49	134	0	0	183	0	0	0	0	0	391
Total Volume	0	489	214	0	703	99	0	86	0	185	161	591	0	0	752	0	0	0	0	0	1640
% App. Total	0	69.6	30.4	0		53.5	0	46.5	0		21.4	78.6	0	0		0	0	0	0		
PHF	.000	.970	.799	.000	.911	.589	.000	.796	.000	.746	.821	.923	.000	.000	.959	.000	.000	.000	.000	.000	.930
Lights	0	480	207	0	687	95	0	86	0	181	159	583	0	0	742	0	0	0	0	0	1610
% Lights	0	98.2	96.7	0	97.7	96.0	0	100	0	97.8	98.8	98.6	0	0	98.7	0	0	0	0	0	98.2
Buses	0	5	0	0	5	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
% Buses	0	1.0	0	0	0.7	3.0	0	0	0	1.6	0	0	0	0	0	0	0	0	0	0	0.5
Trucks	0	4	7	0	11	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	20
% Trucks	0	0.8	3.3	0	1.6	0	0	0	0	0	1.2	1.2	0	0	1.2	0	0	0	0	0	1.2
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	1.0	0	0	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_17_EB_ON_OFF_RAMP-SAT_343889_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	104	74	0	178	10	0	15	0	25	38	105	0	0	143	0	0	0	0	0	346
11:15 AM	0	91	76	0	167	8	0	12	0	20	29	101	0	0	130	0	0	0	0	0	317
11:30 AM	0	119	82	0	201	7	0	12	0	19	29	115	0	0	144	0	0	0	0	0	364
11:45 AM	0	115	67	0	182	9	0	10	0	19	29	107	0	0	136	0	0	0	0	0	337
Total	0	429	299	0	728	34	0	49	0	83	125	428	0	0	553	0	0	0	0	0	1364
12:00 PM	0	116	68	0	184	10	0	15	0	25	57	104	0	0	161	0	0	0	0	0	370
12:15 PM	0	95	71	0	166	10	0	11	0	21	51	101	0	0	152	0	0	0	0	0	339
12:30 PM	0	115	72	0	187	9	0	16	0	25	37	138	0	0	175	0	0	0	0	0	387
12:45 PM	0	114	64	0	178	9	0	17	0	26	38	119	0	0	157	0	0	0	0	0	361
Total	0	440	275	0	715	38	0	59	0	97	183	462	0	0	645	0	0	0	0	0	1457
01:00 PM	0	113	59	0	172	5	0	14	0	19	31	125	0	0	156	0	0	0	0	0	347
01:15 PM	0	111	64	0	175	8	0	10	0	18	39	119	0	0	158	0	0	0	0	0	351
01:30 PM	0	94	60	0	154	8	0	14	0	22	39	121	0	0	160	0	0	0	0	0	336
01:45 PM	0	96	49	0	145	8	0	16	0	24	37	114	0	0	151	0	0	0	0	0	320
Total	0	414	232	0	646	29	0	54	0	83	146	479	0	0	625	0	0	0	0	0	1354
02:00 PM	0	99	66	0	165	4	0	13	0	17	43	106	0	0	149	0	0	0	0	0	331
02:15 PM	0	105	59	0	164	5	0	15	0	20	34	99	0	0	133	0	0	0	0	0	317
02:30 PM	0	79	68	0	147	7	0	7	0	14	40	100	0	0	140	0	0	0	0	0	301
02:45 PM	0	82	42	0	124	8	0	21	0	29	30	108	0	0	138	0	0	0	0	0	291
Total	0	365	235	0	600	24	0	56	0	80	147	413	0	0	560	0	0	0	0	0	1240
Grand Total	0	1648	1041	0	2689	125	0	218	0	343	601	1782	0	0	2383	0	0	0	0	0	5415
Apprch %	0	61.3	38.7	0		36.4	0	63.6	0		25.2	74.8	0	0		0	0	0	0		
Total %	0	30.4	19.2	0	49.7	2.3	0	4	0	6.3	11.1	32.9	0	0	44	0	0	0	0	0	
Lights	0	1625	1034	0	2659	112	0	212	0	324	585	1752	0	0	2337	0	0	0	0	0	5320
% Lights	0	98.6	99.3	0	98.9	89.6	0	97.2	0	94.5	97.3	98.3	0	0	98.1	0	0	0	0	0	98.2
Buses	0	1	2	0	3	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	7
% Buses	0	0.1	0.2	0	0.1	0	0	0.9	0	0.6	0.3	0	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	22	5	0	27	12	0	4	0	16	14	29	0	0	43	0	0	0	0	0	86
% Trucks	0	1.3	0.5	0	1	9.6	0	1.8	0	4.7	2.3	1.6	0	0	1.8	0	0	0	0	0	1.6
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0.8	0	0	0	0.3	0	0.1	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_17_EB_ON_OFF_RAMP-SAT_343889_09-10-2016
Site Code :
Start Date : 9/10/2016
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	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	116	68	0	184	10	0	15	0	25	57	104	0	0	161	0	0	0	0	0	370
12:15 PM	0	95	71	0	166	10	0	11	0	21	51	101	0	0	152	0	0	0	0	0	339
12:30 PM	0	115	72	0	187	9	0	16	0	25	37	138	0	0	175	0	0	0	0	0	387
12:45 PM	0	114	64	0	178	9	0	17	0	26	38	119	0	0	157	0	0	0	0	0	361
Total Volume	0	440	275	0	715	38	0	59	0	97	183	462	0	0	645	0	0	0	0	0	1457
% App. Total	0	61.5	38.5	0		39.2	0	60.8	0		28.4	71.6	0	0		0	0	0	0		
PHF	.000	.948	.955	.000	.956	.950	.000	.868	.000	.933	.803	.837	.000	.000	.921	.000	.000	.000	.000	.000	.941
Lights	0	432	274	0	706	33	0	56	0	89	178	453	0	0	631	0	0	0	0	0	1426
% Lights	0	98.2	99.6	0	98.7	86.8	0	94.9	0	91.8	97.3	98.1	0	0	97.8	0	0	0	0	0	97.9
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	1.7	0	1.0	0.5	0	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	8	1	0	9	4	0	2	0	6	4	9	0	0	13	0	0	0	0	0	28
% Trucks	0	1.8	0.4	0	1.3	10.5	0	3.4	0	6.2	2.2	1.9	0	0	2.0	0	0	0	0	0	1.9
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	2.6	0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#5

Study Name 6-Route 208 At Route 17 EB On/Off Ramps-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Route 208 Southbound			Rt 17 EB Ramps Westbound			Route 208 Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	58	126	0	6	5	1	115	46	0	357	
12:15 PM	69	117	0	11	6	0	114	46	0	363	
12:30 PM	70	95	0	13	5	0	95	42	0	320	
12:45 PM	60	115	0	25	7	1	129	45	0	382	1422
1:00 PM	39	96	0	24	5	0	96	48	0	308	1373
1:15 PM	45	121	0	34	11	0	132	37	0	380	1390
1:30 PM	53	134	0	53	4	0	115	49	0	408	1478
1:45 PM	42	124	0	49	10	0	116	50	0	391	1487
2:00 PM	59	111	0	11	2	0	110	41	0	334	1513
2:15 PM	53	125	0	28	7	1	110	37	0	361	1494
2:30 PM	66	109	0	15	2	0	120	54	0	366	1452
2:45 PM	52	117	0	12	8	1	107	37	0	334	1395
Peak hour 1:15-2:15 pm	199	490	0	147	27	0	473	177	0		0.93
Trucks + Bus	1	4	0	2	1	0	7	2	0		
HV%	0.5%	0.8%	#DIV/0!	1.4%	3.7%	#DIV/0!	1.5%	1.1%	#DIV/0!		
approach		5 1%			3 2%			9 1%			

#5

Study Name Route 208 At Route 17 EB on/off Ramps-Sunday
Start Date 09/14/2014
Start Time 12:00 PM
Site Code

	Southbound St. Southbound			Westbound St. Westbound			Northbound St. Northbound				
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn		
12:00 PM	54	117	0	15	3	0	98	57	0	344	
12:15 PM	71	106	0	13	7	0	105	45	0	347	
12:30 PM	63	97	0	14	10	0	104	52	0	340	
12:45 PM	81	111	0	15	4	0	106	46	1	364	1395
1:00 PM	64	90	0	17	7	0	121	30	0	329	1380
1:15 PM	59	100	0	10	4	0	115	37	0	325	1358
1:30 PM	81	89	0	12	13	0	123	44	0	362	1380
1:45 PM	76	107	0	12	6	0	96	28	0	325	1341
2:00 PM	63	101	0	12	10	0	108	43	0	337	1349
2:15 PM	56	93	0	14	3	1	96	39	0	302	1326
2:30 PM	55	90	0	16	6	0	109	37	0	313	1277
2:45 PM	59	110	0	20	10	0	87	48	0	334	1286
PH: 12-1	269	431	0	57	24	0	413	200	1	1395	
PHF:	0.83	0.92		0.95	0.60		0.97	0.88	0.25	0.96	

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_17_EB_ON_OFF_RAMP-SUNDAY_343896_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	93	59	0	152	4	0	11	0	15	38	99	0	0	137	0	0	0	0	0	304
11:15 AM	0	105	85	0	190	3	0	8	0	11	40	106	0	0	146	0	0	0	0	0	347
11:30 AM	0	95	59	0	154	4	0	12	0	16	32	122	0	0	154	0	0	0	0	0	324
11:45 AM	0	125	76	0	201	10	0	11	0	21	33	106	0	0	139	0	0	0	0	0	361
Total	0	418	279	0	697	21	0	42	0	63	143	433	0	0	576	0	0	0	0	0	1336
12:00 PM	0	124	73	0	197	9	0	14	0	23	31	107	0	0	138	0	0	0	0	0	358
12:15 PM	0	121	73	0	194	8	0	10	0	18	41	109	0	0	150	0	0	0	0	0	362
12:30 PM	0	95	72	0	167	5	0	14	0	19	40	132	0	0	172	0	0	0	0	0	358
12:45 PM	0	109	120	0	229	6	0	16	0	22	24	107	0	0	131	0	0	0	0	0	382
Total	0	449	338	0	787	28	0	54	0	82	136	455	0	0	591	0	0	0	0	0	1460
01:00 PM	0	96	69	0	165	9	0	11	0	20	46	130	0	0	176	0	0	0	0	0	361
01:15 PM	0	119	56	0	175	6	0	11	0	17	34	123	0	0	157	0	0	0	0	0	349
01:30 PM	0	105	73	0	178	9	0	12	0	21	42	96	0	0	138	0	0	0	0	0	337
01:45 PM	0	98	95	0	193	6	0	7	0	13	42	97	0	0	139	0	0	0	0	0	345
Total	0	418	293	0	711	30	0	41	0	71	164	446	0	0	610	0	0	0	0	0	1392
02:00 PM	0	104	44	0	148	7	0	16	0	23	40	101	0	0	141	0	0	0	0	0	312
02:15 PM	0	90	58	0	148	6	0	13	0	19	45	91	0	0	136	0	0	0	0	0	303
02:30 PM	0	101	59	0	160	5	0	21	0	26	47	89	0	0	136	0	0	0	0	0	322
02:45 PM	0	91	58	0	149	11	0	17	0	28	43	105	0	0	148	0	0	0	0	0	325
Total	0	386	219	0	605	29	0	67	0	96	175	386	0	0	561	0	0	0	0	0	1262
Grand Total	0	1671	1129	0	2800	108	0	204	0	312	618	1720	0	0	2338	0	0	0	0	0	5450
Apprch %	0	59.7	40.3	0		34.6	0	65.4	0		26.4	73.6	0	0		0	0	0	0		
Total %	0	30.7	20.7	0	51.4	2	0	3.7	0	5.7	11.3	31.6	0	0	42.9	0	0	0	0	0	
Lights	0	1652	1124	0	2776	106	0	203	0	309	610	1695	0	0	2305	0	0	0	0	0	5390
% Lights	0	98.9	99.6	0	99.1	98.1	0	99.5	0	99	98.7	98.5	0	0	98.6	0	0	0	0	0	98.9
Buses	0	5	0	0	5	0	0	1	0	1	3	6	0	0	9	0	0	0	0	0	15
% Buses	0	0.3	0	0	0.2	0	0	0.5	0	0.3	0.5	0.3	0	0	0.4	0	0	0	0	0	0.3
Trucks	0	14	5	0	19	2	0	0	0	2	5	17	0	0	22	0	0	0	0	0	43
% Trucks	0	0.8	0.4	0	0.7	1.9	0	0	0	0.6	0.8	1	0	0	0.9	0	0	0	0	0	0.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 5-_NYS_ROUTE_208_AND_NYS_ROUTE_17_EB_ON_OFF_RAMP-SUNDAY_343896_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	121	73	0	194	8	0	10	0	18	41	109	0	0	150	0	0	0	0	0	362
12:30 PM	0	95	72	0	167	5	0	14	0	19	40	132	0	0	172	0	0	0	0	0	358
12:45 PM	0	109	120	0	229	6	0	16	0	22	24	107	0	0	131	0	0	0	0	0	382
01:00 PM	0	96	69	0	165	9	0	11	0	20	46	130	0	0	176	0	0	0	0	0	361
Total Volume	0	421	334	0	755	28	0	51	0	79	151	478	0	0	629	0	0	0	0	0	1463
% App. Total	0	55.8	44.2	0		35.4	0	64.6	0		24	76	0	0		0	0	0	0		
PHF	.000	.870	.696	.000	.824	.778	.000	.797	.000	.898	.821	.905	.000	.000	.893	.000	.000	.000	.000	.000	.957
Lights	0	415	333	0	748	26	0	51	0	77	150	473	0	0	623	0	0	0	0	0	1448
% Lights	0	98.6	99.7	0	99.1	92.9	0	100	0	97.5	99.3	99.0	0	0	99.0	0	0	0	0	0	99.0
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.3
Trucks	0	5	1	0	6	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	11
% Trucks	0	1.2	0.3	0	0.8	7.1	0	0	0	2.5	0.7	0.4	0	0	0.5	0	0	0	0	0	0.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#6

LOCATION: ROUTE 208 & ROUTE 17 WB ON/OFF RAMP PROJECT: MONROE PROFESSIONAL SQUARE

DATE OF COUNT: 09/12/14 DAY: FRIDAY JCE JOB #: 14001208A START TIME : 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	2	0	4	11	1	17	1	44	25	17	213	3	338	A	
07:00 AM 07:15 AM	0	0	1	16	0	10	2	20	30	12	166	0	257	A	
07:15 AM 07:30 AM	2	1	2	10	0	21	5	36	31	19	145	2	274	A	
07:30 AM 07:45 AM	0	0	5	9	0	9	3	20	43	19	131	0	239	A	1108
07:45 AM 08:00 AM	0	1	0	20	1	14	2	37	31	17	146	4	273	A	1043
08:00 AM 08:15 AM	0	1	3	42	2	22	5	55	45	23	178	0	376	X	1162
08:15 AM 08:30 AM	2	1	3	23	2	22	11	60	42	33	157	0	356	X	1244
08:30 AM 08:45 AM	1	1	3	29	1	29	8	47	35	26	171	2	353	X	1358
08:45 AM 09:00 AM	1	0	3	22	2	29	3	49	35	22	184	1	351	X	1436
09:00 AM 09:15 AM	1	0	3	22	3	23	14	52	44	27	144	0	333	A	1393
09:15 AM 09:30 AM													0	A	1037
09:30 AM 09:45 AM													0	A	684
09:45 AM 10:00 AM													0	A	333
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM 08:15 AM	0	1	3	42	2	22	5	55	45	23	178	0	376
08:15 AM 08:30 AM	2	1	3	23	2	22	11	60	42	33	157	0	356
08:30 AM 08:45 AM	1	1	3	29	1	29	8	47	35	26	171	2	353
08:45 AM 09:00 AM	1	0	3	22	2	29	3	49	35	22	184	1	351
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:00 AM 09:00 AM	4	3	12	116	7	102	27	211	157	104	690	3	1436	0.954787
PHF BY MOVEMENT	0.50	0.75	1.00	0.69	0.88	0.88	0.61	0.88	0.87	0.79	0.94	0.38		
PHF BY APPROACH		0.79			0.85			0.87			0.96			

3	**690**	**104**	^	6	**102**
12	11	10	<	5	**7**
<	v	>	v	4	**116**
4	1	^	<	^	>
3	2	>	7	8	9
12	3	v	**27**	**211**	**157**

#6

LOCATION: ROUTE 208 & ROUTE 17 WB ON/OFF RAMP PROJECT: MONROE PROFESSIONAL SQUARE

DATE OF COUNT: 09/10/14 DAY: WEDNESDAY JCE JOB #: 14001208A START TIME : 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM	7	4	14	58	2	105	4	99	64	17	83	1	458	A	
04:15 PM	04:30 PM	2	2	8	55	2	108	6	84	53	23	107	0	450	A	
04:30 PM	04:45 PM	2	7	13	55	3	124	9	94	73	28	113	1	522	A	
04:45 PM	05:00 PM	5	3	14	72	1	125	4	84	59	24	99	0	490	A	1920
05:00 PM	05:15 PM	2	3	16	70	1	134	4	95	60	34	118	0	537	X	1999
05:15 PM	05:30 PM	3	0	5	55	3	145	5	120	74	30	93	1	534	X	2083
05:30 PM	05:45 PM	3	3	8	54	5	169	2	108	42	24	110	0	528	X	2089
05:45 PM	06:00 PM	2	1	4	75	0	111	3	107	56	26	109	0	494	X	2093
06:00 PM	06:15 PM	3	0	8	74	0	126	1	92	55	21	75	0	455	A	2011
06:15 PM	06:30 PM													0	A	1477
06:30 PM	06:45 PM													0	A	949
06:45 PM	07:00 PM													0	A	455
07:00 PM	07:15 PM													0	A	0
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0
07:45 PM	08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	2	3	16	70	1	134	4	95	60	34	118	0	537
05:15 PM	05:30 PM	3	0	5	55	3	145	5	120	74	30	93	1	534
05:30 PM	05:45 PM	3	3	8	54	5	169	2	108	42	24	110	0	528
05:45 PM	06:00 PM	2	1	4	75	0	111	3	107	56	26	109	0	494
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	10	7	33	254	9	559	14	430	232	114	430	1	2093	0.974395
PHF BY MOVEMENT		0.83	0.58	0.52	0.85	0.45	0.83	0.70	0.90	0.78	0.84	0.91	0.25		
PHF BY APPROACH			0.60			0.90			0.85			0.90			

1	430	114	^	6	559
12	11	10	<	5	9
<	v	>	v	4	254
10	1	^	<	^	>
7	2	>	7	8	9
33	3	v	14	430	232

#6

Study Name 5-Route 208 At Route 17 WB On/Off Ramp
Start Date 08/22/2014
Start Time 3:00 PM
Site Code

All Vehicles

	Route 208 Southbound				Ramp from Rt 17 WB Southwestbound	Route 17 WB Off-Ramp Westbound				Route 208 Northbound					Driveway Eastbound					
Start Time	Left	Thru	Right	U-Turn	Hard Right	Left	Thru	Right	U-Turn	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	42	104	1	0	57	42	0	0	0	8	90	0	95	0	4	3	4	0	450	
3:15 PM	43	113	1	0	65	53	4	1	0	7	90	0	100	0	6	0	6	0	489	
3:30 PM	34	128	0	0	60	63	1	1	1	2	78	0	105	0	1	3	12	0	489	
3:45 PM	22	114	0	0	57	39	2	0	0	10	90	0	108	0	1	2	9	0	454	1882
4:00 PM	33	106	0	0	54	38	1	1	0	6	91	0	131	0	1	2	8	0	472	1904
4:15 PM	28	95	2	0	67	28	0	0	0	4	109	0	110	0	2	5	13	0	463	1878
4:30 PM	25	136	0	0	69	40	1	0	0	1	91	0	112	0	2	1	8	0	486	1875
4:45 PM	26	123	1	0	61	33	3	0	0	4	107	0	80	0	3	5	4	0	450	1871
5:00 PM	34	105	1	0	78	36	0	0	0	10	136	0	104	0	4	2	7	0	518	1917
5:15 PM	17	108	0	0	102	43	0	0	0	3	120	0	98	0	2	1	8	0	502	1956
5:30 PM	21	110	0	0	103	47	2	0	0	4	129	0	87	0	3	4	3	0	513	1983
5:45 PM	12	95	0	0	80	27	1	0	0	1	129	0	108	0	0	0	2	0	455	[illegible]
4:45-5:45 pm Pk Hr	**98**	**447**	**2**	**0**	**344**	**159**	**5**	**0**	**0**	**21**	**492**	**0**	**369**	**0**	**12**	**12**	**22**	**0**	**1983**	0.96
Trucks + Buses	1	4	0	0	2	2	0	0	0	1	6	0	7	0	0	0	0	0	23	
HV%	1.0%	0.9%	0%	#DIV/0!	0.6%	1.3%	0.0%	#DIV/0!	#DIV/0!	4.8%										
HV by Approach		5 1%			2 1%			2 1%				14 2%					0 0%			

Study Name Route 208 At Route 17 WB on/off Ramps
Start Date 09/12/2014
Start Time 4:00 PM
Site Code

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound					
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn		
4:00 PM	17	108	0	0	50	2	101	0	6	106	68	0	3	2	12	0	475	
4:15 PM	22	114	1	0	50	1	119	0	5	96	69	0	0	4	8	0	489	
4:30 PM	25	117	1	0	51	0	118	0	2	101	52	0	0	1	4	0	472	
4:45 PM	**22**	**111**	**0**	**0**	**54**	**0**	**120**	**0**	**2**	**134**	**68**	**0**	**1**	**2**	**9**	**0**	**523**	**1959**
5:00 PM	**24**	**97**	**0**	**0**	**65**	**0**	**106**	**0**	**7**	**112**	**53**	**0**	**5**	**3**	**13**	**0**	**485**	**1969**
5:15 PM	**26**	**123**	**1**	**0**	**53**	**5**	**103**	**1**	**6**	**126**	**51**	**0**	**2**	**3**	**7**	**0**	**507**	**1987**
5:30 PM	**12**	**98**	**0**	**0**	**60**	**1**	**136**	**0**	**3**	**105**	**67**	**0**	**1**	**2**	**6**	**0**	**491**	**2006**
5:45 PM	16	115	0	0	52	1	97	1	4	91	60	0	2	0	5	0	444	1927
PH: 4:45-5:45	84	429	1	0	232	6	465	1	18	477	239	0	9	10	35	0	2006	
PHF:	0.81	0.87	0.25		0.89	0.30	0.85	0.25	0.64	0.89	0.88		0.45	0.83	0.67		0.96	

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 6-_NYS_ROUTE_208_AND_NYS_ROUTE_17_WB_ON_OFF_RAMP-SAT_343784_09-10-2016
Site Code :
Start Date : 9/10/2016
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Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	140	13	0	154	40	1	27	0	68	45	61	1	0	107	3	0	2	0	5	334
11:15 AM	0	135	18	0	153	46	0	28	0	74	36	73	3	0	112	3	0	0	0	3	342
11:30 AM	1	168	21	0	190	57	0	25	0	82	44	73	3	0	120	6	1	0	0	7	399
11:45 AM	0	138	15	0	153	56	2	42	0	100	41	81	0	0	122	2	0	3	0	5	380
Total	2	581	67	0	650	199	3	122	0	324	166	288	7	0	461	14	1	5	0	20	1455
12:00 PM	1	126	15	0	142	63	0	38	0	101	42	75	4	0	121	5	0	0	0	5	369
12:15 PM	0	142	19	0	161	43	2	33	0	78	34	72	3	0	109	5	2	1	0	8	356
12:30 PM	0	145	18	0	163	44	1	37	0	82	56	77	3	0	136	5	0	2	0	7	388
12:45 PM	1	135	18	0	154	53	0	47	0	100	42	84	3	0	129	2	2	5	2	11	394
Total	2	548	70	0	620	203	3	155	0	361	174	308	13	0	495	17	4	8	2	31	1507
01:00 PM	0	137	15	0	152	66	1	37	0	104	51	85	1	0	137	4	1	0	0	5	398
01:15 PM	0	131	22	0	153	63	0	35	0	98	43	76	1	0	120	2	0	3	0	5	376
01:30 PM	1	145	13	0	159	63	0	19	0	82	54	86	0	0	140	0	0	0	0	0	381
01:45 PM	0	108	17	0	125	63	1	50	0	114	46	76	1	0	123	4	0	0	0	4	366
Total	1	521	67	0	589	255	2	141	0	398	194	323	3	0	520	10	1	3	0	14	1521
02:00 PM	1	120	20	0	141	57	1	31	0	89	36	70	2	0	108	2	3	1	0	6	344
02:15 PM	0	128	25	0	153	63	0	36	0	99	30	78	0	0	108	2	0	0	0	2	362
02:30 PM	0	115	22	0	137	73	2	27	0	102	32	68	0	0	100	1	0	0	0	1	340
02:45 PM	0	104	23	0	127	70	0	41	0	111	37	77	0	0	114	1	1	0	0	2	354
Total	1	467	90	0	558	263	3	135	0	401	135	293	2	0	430	6	4	1	0	11	1400
Grand Total	6	2117	294	0	2417	920	11	553	0	1484	669	1212	25	0	1906	47	10	17	2	76	5883
Apprch %	0.2	87.6	12.2	0		62	0.7	37.3	0		35.1	63.6	1.3	0		61.8	13.2	22.4	2.6		
Total %	0.1	36	5	0	41.1	15.6	0.2	9.4	0	25.2	11.4	20.6	0.4	0	32.4	0.8	0.2	0.3	0	1.3	
Lights	6	2104	291	0	2401	914	11	539	0	1464	653	1190	25	0	1868	46	10	16	0	72	5805
% Lights	100	99.4	99	0	99.3	99.3	100	97.5	0	98.7	97.6	98.2	100	0	98	97.9	100	94.1	0	94.7	98.7
Buses	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0	0	0	0.1	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	11	3	0	14	5	0	11	0	16	16	21	0	0	37	1	0	1	0	2	69
% Trucks	0	0.5	1	0	0.6	0.5	0	2	0	1.1	2.4	1.7	0	0	1.9	2.1	0	5.9	0	2.6	1.2
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.6	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 6-_NYS_ROUTE_208_AND_NYS_ROUTE_17_WB_ON_OFF_RAMP-SAT_343784_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	145	18	0	163	44	1	37	0	82	56	77	3	0	136	5	0	2	0	7	388
12:45 PM	1	135	18	0	154	53	0	47	0	100	42	84	3	0	129	2	2	5	2	11	394
01:00 PM	0	137	15	0	152	66	1	37	0	104	51	85	1	0	137	4	1	0	0	5	398
01:15 PM	0	131	22	0	153	63	0	35	0	98	43	76	1	0	120	2	0	3	0	5	376
Total Volume	1	548	73	0	622	226	2	156	0	384	192	322	8	0	522	13	3	10	2	28	1556
% App. Total	0.2	88.1	11.7	0		58.9	0.5	40.6	0		36.8	61.7	1.5	0		46.4	10.7	35.7	7.1		
PHF	.250	.945	.830	.000	.954	.856	.500	.830	.000	.923	.857	.947	.667	.000	.953	.650	.375	.500	.250	.636	.977
Lights	1	542	71	0	614	225	2	151	0	378	188	316	8	0	512	12	3	9	0	24	1528
% Lights	100	98.9	97.3	0	98.7	99.6	100	96.8	0	98.4	97.9	98.1	100	0	98.1	92.3	100	90.0	0	85.7	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	6	2	0	8	1	0	5	0	6	4	6	0	0	10	1	0	1	0	2	26
% Trucks	0	1.1	2.7	0	1.3	0.4	0	3.2	0	1.6	2.1	1.9	0	0	1.9	7.7	0	10.0	0	7.1	1.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	7.1	0.1

#6

Study Name 5-Route 208 At Route 17 WB On/Off Ramp-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Route 208 Southbound				Southwestbound St. Southwestbound	Rt 17 WB Ramps Westbound				Route 208 Northbound					Driveway Eastbound					
Start Time	Left	Thru	Right	U-Turn	Hard Right	Left	Thru	Right	U-Turn	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	16	148	0	0	37	39	2	0	0	1	73	0	37	0	0	0	1	0	354	
12:15 PM	13	148	1	0	43	33	1	0	0	1	69	0	61	0	0	3	5	0	378	
12:30 PM	22	120	1	0	51	38	0	0	0	1	51	0	45	0	0	0	2	0	331	
12:45 PM	13	139	0	0	51	44	1	0	0	2	72	0	63	0	0	1	0	0	386	1449
1:00 PM	20	97	0	0	45	42	1	0	0	0	61	0	42	0	1	0	2	0	311	1406
1:15 PM	25	120	0	0	50	52	0	1	0	4	79	0	53	0	1	0	0	0	385	1413
1:30 PM	13	137	1	0	46	45	0	0	0	2	64	0	57	0	1	0	2	0	368	1450
1:45 PM	24	119	0	0	51	42	0	0	0	3	75	0	53	0	0	0	2	0	369	1433
2:00 PM	20	120	1	0	49	46	0	0	1	0	72	0	36	0	1	0	1	0	347	1469
2:15 PM	12	127	1	0	75	54	0	0	0	1	64	0	54	0	0	0	1	0	389	1473
2:30 PM	11	119	0	0	50	48	5	0	0	0	74	0	41	0	1	3	4	0	356	1461
2:45 PM	13	113	0	0	55	48	0	0	0	2	68	1	50	1	0	0	6	0	357	1449
Peak hour 1:15-2:15 pm	**82**	**496**	**2**	**0**	**196**	**185**	**0**	**1**	**1**	**9**	**290**	**0**	**199**	**0**	**3**	**0**	**5**	**0**		0.95
Trucks + Bus	0	3	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0		
HV%	0.0%	0.6%	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	1.0%	#DIV/0!	2.5%	#DIV/0!	0.0%	#DIV/0!	0.0%	#DIV/0!		

HV by Approach

3 1%	0 0%	0 0%	8 2%	0 0%

#6

Study Name Route 208 At Route 17 WB on/off Ramps-Sunday
Start Date 09/14/2014
Start Time 12:00 PM
Site Code

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound					
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn		
12:00 PM	18	120	1	0	44	2	44	0	1	66	33	0	0	0	2	0	331	
12:15 PM	10	127	1	0	39	0	51	0	4	67	40	0	1	0	8	0	348	
12:30 PM	29	123	0	0	50	1	49	0	0	71	43	0	1	1	1	0	369	
12:45 PM	14	134	2	0	41	0	62	0	2	63	41	0	0	0	4	0	363	1411
1:00 PM	18	111	1	0	41	0	47	1	1	82	43	0	0	4	1	0	350	1430
1:15 PM	10	130	1	0	38	0	40	0	4	72	42	0	2	2	2	0	343	1425
1:30 PM	21	126	0	0	29	0	45	1	1	87	40	0	2	0	5	0	357	1413
1:45 PM	18	138	0	0	48	0	49	0	3	64	35	0	0	0	0	0	355	1405
2:00 PM	19	123	3	0	37	0	57	0	0	74	42	0	1	0	7	0	363	1418
2:15 PM	15	109	0	0	33	1	52	0	1	60	39	1	0	1	2	0	314	1389
2:30 PM	16	114	0	0	38	0	59	0	2	70	41	0	0	0	1	0	341	1373
2:45 PM	11	121	0	0	44	0	49	0	1	70	29	0	0	0	3	0	328	1346
PH: 12:15-1:15	71	495	4	0	171	1	209	1	7	283	167	0	2	5	14	0	1430	
PHF:	0.61	0.92	0.50		0.86	0.25	0.84	0.25	0.44	0.86	0.97		0.50	0.31	0.44		0.97	

#17

Study Name Route 208 At Peddler Hill Rd-Friday
Start Date 09/12/2014
Start Time 4:00 PM
Site Code

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn		
4:00 PM	111	9	0	13	206	0	8	6	0	353	
4:15 PM	132	6	0	11	237	0	5	3	0	394	
4:30 PM	107	8	0	16	235	0	7	13	0	386	
4:45 PM	112	10	0	16	237	0	12	14	0	401	1534
5:00 PM	111	6	0	14	229	0	10	10	0	380	1561
5:15 PM	117	9	0	11	230	0	11	9	0	387	1554
5:30 PM	107	8	0	2	228	0	8	7	0	360	1528
5:45 PM	122	9	0	12	199	0	6	10	0	358	1485
PH: 4:15-5:15	462	30	0	57	938	0	34	40	0	1561	
PHF:	0.88	0.75		0.89	0.99		0.71	0.71		0.97	

#-7

Study Name Route 208 At Peddle Hill Rd-Sunday
Start Date 09/14/2014
Start Time 12:00 PM
Site Code

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn		
12:00 PM	134	4	0	4	123	0	8	9	0	282	
12:15 PM	129	7	0	7	118	0	6	8	0	275	
12:30 PM	135	10	0	10	130	0	8	15	0	308	
12:45 PM	141	7	0	8	121	0	7	7	0	291	1156
1:00 PM	126	8	0	5	137	0	10	12	0	298	1172
1:15 PM	128	7	0	7	124	0	7	4	0	277	1174
1:30 PM	147	5	0	7	131	0	9	7	0	306	1172
1:45 PM	137	10	0	13	120	0	9	12	0	301	1182
2:00 PM	130	11	0	9	129	0	8	7	0	294	1178
2:15 PM	111	10	0	10	113	0	7	6	0	257	1158
2:30 PM	121	7	0	5	122	0	4	10	0	269	1121
2:45 PM	125	5	0	7	126	0	6	11	0	280	1100
PH: 1-2 PM	538	30	0	32	512	0	35	35	0	1182	
PHF:	0.91	0.75		0.62	0.93		0.88	0.73		0.97	

LOCATION: NYS ROUTE 208 & STONEGATE DRIVE PROJECT: LEARNING EXPERIENCE

DATE OF COUNT: 07/29/10 DAY: THURSDAY JCE JOB #: 1719 START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	4		6				0	33			170	1	214	A	
07:00 AM 07:15 AM	1		1				2	41			173	0	218	A	
07:15 AM 07:30 AM	2		14				0	46			205	1	268	A	
07:30 AM 07:45 AM	4		7				1	31			193	0	236	A	936
07:45 AM 08:00 AM	0		10				6	40			175	3	234	A	956
08:00 AM 08:15 AM	6		9				0	51			185	1	252	X	990
08:15 AM 08:30 AM	2		9				3	65			206	2	287	X	1009
08:30 AM 08:45 AM	0		9				5	68			175	0	257	X	1030
08:45 AM 09:00 AM	4		7				4	67			182	2	266	X	1062
09:00 AM 09:15 AM													0	A	810
09:15 AM 09:30 AM													0	A	523
09:30 AM 09:45 AM													0	A	266
09:45 AM 10:00 AM													0	A	0
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM 08:15 AM	6	0	9	0	0	0	0	51	0	0	185	1	252
08:15 AM 08:30 AM	2	0	9	0	0	0	3	65	0	0	206	2	287
08:30 AM 08:45 AM	0	0	9	0	0	0	5	68	0	0	175	0	257
08:45 AM 09:00 AM	4	0	7	0	0	0	4	67	0	0	182	2	266
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:00 AM 09:00 AM	12	0	34	0	0	0	12	251	0	0	748	5	1062	0.925087
PHF BY MOVEMENT	0.50	#DIV/0!	0.94	#DIV/0!	#DIV/0!	#DIV/0!	0.60	0.92	#DIV/0!	#DIV/0!	0.91	0.63		
PHF BY APPROACH	0.77			#DIV/0!			0.90			0.91				

5	748	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
12	1	^	<	^	>
0	2	>	7	8	9
34	3	v	12	251	0

LOCATION: NYS ROUTE 208 & STONEGATE DRIVE PROJECT: LEARNING EXPERIENCE

DATE OF COUNT: 07/28/10 DAY: WEDNESDAY JCE JOB #: 1719 START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM 04:15 PM	0		4				9	172			115	3	303	A	
04:15 PM 04:30 PM	1		3				8	231			109	4	356	A	
04:30 PM 04:45 PM	4		4				10	230			104	1	353	A	
04:45 PM 05:00 PM	2		7				9	244			133	1	396	A	1408
05:00 PM 05:15 PM	0		3				14	246			90	2	355	A	1460
05:15 PM 05:30 PM	3		5				6	277			128	1	420	X	1524
05:30 PM 05:45 PM	1		3				9	228			116	1	358	X	1529
05:45 PM 06:00 PM	2		4				11	237			132	3	389	X	1522
06:00 PM 06:15 PM	0		6				6	242			109	3	366	X	1533
06:15 PM 06:30 PM													0	A	1113
06:30 PM 06:45 PM													0	A	755
06:45 PM 07:00 PM													0	A	366
07:00 PM 07:15 PM													0	A	0
07:15 PM 07:30 PM													0	A	0
07:30 PM 07:45 PM													0	A	0
07:45 PM 08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM 05:30 PM	3	0	5	0	0	0	6	277	0	0	128	1	420
05:30 PM 05:45 PM	1	0	3	0	0	0	9	228	0	0	116	1	358
05:45 PM 06:00 PM	2	0	4	0	0	0	11	237	0	0	132	3	389
06:00 PM 06:15 PM	0	0	6	0	0	0	6	242	0	0	109	3	366
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:15 PM 06:15 PM	6	0	18	0	0	0	32	984	0	0	485	8	1533	0.9125
PHF BY MOVEMENT	0.50	#DIV/0!	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.73	0.89	#DIV/0!	#DIV/0!	0.92	0.67		
PHF BY APPROACH	0.75			#DIV/0!			0.90			0.91				

8	485	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
6	1	^	<	^	>
0	2	>	7	8	9
18	3	v	32	984	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-ROUTE_208_AND_STONEGATE_DRIVE-FRIDAY_343902_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	2	121	0	0	123	0	0	0	0	0	0	168	5	0	174	7	0	6	0	13	310
02:45 PM	2	134	0	0	136	0	0	0	0	0	0	156	9	0	165	4	0	2	0	6	307
Total	4	255	0	0	259	0	0	0	0	0	0	324	15	0	339	11	0	8	0	19	617
03:00 PM	3	109	0	0	112	0	0	0	0	0	0	158	7	0	165	3	0	4	0	7	284
03:15 PM	3	130	0	0	133	0	0	0	0	0	0	195	7	0	202	1	0	0	0	1	336
03:30 PM	3	138	0	0	141	0	0	0	0	0	0	184	12	0	196	3	0	4	0	7	344
03:45 PM	5	134	0	0	139	0	0	0	0	0	0	190	9	0	199	4	0	1	0	5	343
Total	14	511	0	0	525	0	0	0	0	0	0	727	35	0	762	11	0	9	0	20	1307
04:00 PM	3	130	0	0	133	0	0	0	0	0	0	208	7	0	215	4	0	1	0	5	353
04:15 PM	2	117	0	0	119	0	0	0	0	0	0	237	6	0	243	8	0	0	0	8	370
04:30 PM	0	118	0	0	118	0	0	0	0	0	0	224	2	0	226	5	0	1	0	6	350
04:45 PM	4	120	0	0	124	0	0	0	0	0	0	223	9	0	232	2	0	0	0	2	358
Total	9	485	0	0	494	0	0	0	0	0	0	892	24	0	916	19	0	2	0	21	1431
05:00 PM	0	123	0	0	123	0	0	0	0	0	0	248	6	0	254	6	0	3	1	10	387
05:15 PM	3	134	0	0	137	0	0	0	0	0	0	223	11	0	234	4	0	1	0	5	376
05:30 PM	2	134	0	0	136	0	0	0	0	0	0	246	12	0	258	4	0	0	0	4	398
05:45 PM	2	128	0	0	130	0	0	0	0	0	0	194	7	0	201	2	0	1	0	3	334
Total	7	519	0	0	526	0	0	0	0	0	0	911	36	0	947	16	0	5	1	22	1495
06:00 PM	3	123	0	0	126	0	0	0	0	0	0	190	8	0	198	6	0	4	0	10	334
06:15 PM	3	100	0	0	103	0	0	0	0	0	0	169	7	0	176	5	0	2	0	7	286
Grand Total	40	1993	0	0	2033	0	0	0	0	0	0	3213	125	0	3338	68	0	30	1	99	5470
Apprch %	2	98	0	0		0	0	0	0		0	96.3	3 7	0		68.7	0	30.3	1		
Total %	0.7	36.4	0	0	37.2	0	0	0	0	0	0	58.7	2 3	0	61	1.2	0	0.5	0	1.8	
Lights	39	1946	0	0	1985	0	0	0	0	0	0	3146	123	0	3269	68	0	27	0	95	5349
% Lights	97.5	97.6	0	0	97.6	0	0	0	0	0	0	97.9	98.4	0	97.9	100	0	90	0	96	97.8
Buses	1	9	0	0	10	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	20
% Buses	2.5	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0.8	0	0.3	0	0	3.3	0	1	0.4
Trucks	0	38	0	0	38	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	97
% Trucks	0	1.9	0	0	1.9	0	0	0	0	0	0	1.8	0.8	0	1.8	0	0	0	0	0	1.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	0	2	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-ROUTE_208_AND_STONEGATE_DRIVE-FRIDAY_343902_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	4	120	0	0	124	0	0	0	0	0	0	223	9	0	232	2	0	0	0	2	358
05:00 PM	0	123	0	0	123	0	0	0	0	0	0	248	6	0	254	6	0	3	1	10	387
05:15 PM	3	134	0	0	137	0	0	0	0	0	0	223	11	0	234	4	0	1	0	5	376
05:30 PM	2	134	0	0	136	0	0	0	0	0	0	246	12	0	258	4	0	0	0	4	398
Total Volume	9	511	0	0	520	0	0	0	0	0	0	940	38	0	978	16	0	4	1	21	1519
% App. Total	1.7	98.3	0	0		0	0	0	0		0	96.1	3.9	0		76.2	0	19	4.8		
PHF	.563	.953	.000	.000	.949	.000	.000	.000	.000	.000	.000	.948	.792	.000	.948	.667	.000	.333	.250	.525	.954
Lights	9	500	0	0	509	0	0	0	0	0	0	926	38	0	964	16	0	2	0	18	1491
% Lights	100	97.8	0	0	97.9	0	0	0	0	0	0	98.5	100	0	98.6	100	0	50.0	0	85.7	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
% Trucks	0	2.2	0	0	2.1	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	1.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	50.0	0	9.5	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	4.8	0.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-NYS_ROUTE_208_AND_STONEGATE_DRIVE-_SATURDAY_343903_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	2	131	0	0	133	0	0	0	0	0	0	115	2	0	117	2	0	4	0	6	256
11:15 AM	0	150	0	0	150	0	0	0	0	0	0	123	3	0	126	5	0	0	0	5	281
11:30 AM	4	172	0	0	176	0	0	0	0	0	0	128	2	0	130	4	0	1	0	5	311
11:45 AM	3	143	0	0	146	0	0	0	0	0	0	157	0	0	157	4	0	4	0	8	311
Total	9	596	0	0	605	0	0	0	0	0	0	523	7	0	530	15	0	9	0	24	1159
12:00 PM	2	142	0	0	144	0	0	0	0	0	0	141	2	0	143	6	0	2	0	8	295
12:15 PM	0	154	0	0	154	0	0	0	0	0	0	126	4	0	130	3	0	0	2	5	289
12:30 PM	2	148	0	0	150	0	0	0	0	0	0	121	2	0	123	7	0	2	0	9	282
12:45 PM	1	152	0	0	153	0	0	0	0	0	0	141	3	0	144	8	0	0	0	8	305
Total	5	596	0	0	601	0	0	0	0	0	0	529	11	0	540	24	0	4	2	30	1171
01:00 PM	1	139	0	0	140	0	0	0	0	0	0	153	2	0	155	2	0	2	0	4	299
01:15 PM	3	152	0	0	155	0	0	0	0	0	0	144	5	0	149	2	0	2	0	4	308
01:30 PM	4	149	0	0	153	0	0	0	0	0	0	141	8	0	149	5	0	2	0	7	309
01:45 PM	3	131	0	0	134	0	0	0	0	0	0	141	2	0	143	6	0	4	0	10	287
Total	11	571	0	0	582	0	0	0	0	0	0	579	17	0	596	15	0	10	0	25	1203
02:00 PM	3	127	0	0	130	0	0	0	0	0	0	137	5	0	142	1	0	3	0	4	276
02:15 PM	3	134	0	0	137	0	0	0	0	0	0	145	5	0	150	5	0	3	0	8	295
02:30 PM	0	134	0	0	134	0	0	0	0	0	0	147	6	0	153	3	0	2	0	5	292
02:45 PM	1	122	0	0	123	0	0	0	0	0	0	141	9	0	150	6	0	0	0	6	279
Total	7	517	0	0	524	0	0	0	0	0	0	570	25	0	595	15	0	8	0	23	1142
Grand Total	32	2280	0	0	2312	0	0	0	0	0	0	2201	60	0	2261	69	0	31	2	102	4675
Apprch %	1.4	98.6	0	0		0	0	0	0		0	97.3	2.7	0		67.6	0	30.4	2		
Total %	0.7	48.8	0	0	49.5	0	0	0	0	0	0	47.1	1.3	0	48.4	1.5	0	0.7	0	2.2	
Lights	31	2258	0	0	2289	0	0	0	0	0	0	2171	60	0	2231	69	0	31	0	100	4620
% Lights	96.9	99	0	0	99	0	0	0	0	0	0	98.6	100	0	98.7	100	0	100	0	98	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	18	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46
% Trucks	3.1	0.8	0	0	0.8	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1
Bicycles on Road	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-NYS_ROUTE_208_AND_STONEGATE_DRIVE-_SATURDAY_343903_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	1	152	0	0	153	0	0	0	0	0	0	141	3	0	144	8	0	0	0	8	305
01:00 PM	1	139	0	0	140	0	0	0	0	0	0	153	2	0	155	2	0	2	0	4	299
01:15 PM	3	152	0	0	155	0	0	0	0	0	0	144	5	0	149	2	0	2	0	4	308
01:30 PM	4	149	0	0	153	0	0	0	0	0	0	141	8	0	149	5	0	2	0	7	309
Total Volume	9	592	0	0	601	0	0	0	0	0	0	579	18	0	597	17	0	6	0	23	1221
% App. Total	1.5	98.5	0	0		0	0	0	0		0	97	3	0		73.9	0	26.1	0		
PHF	.563	.974	.000	.000	.969	.000	.000	.000	.000	.000	.000	.946	.563	.000	.963	.531	.000	.750	.000	.719	.988
Lights	9	582	0	0	591	0	0	0	0	0	0	569	18	0	587	17	0	6	0	23	1201
% Lights	100	98.3	0	0	98.3	0	0	0	0	0	0	98.3	100	0	98.3	100	0	100	0	100	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
% Trucks	0	1.2	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	1.2
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Bicycles on Road	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-_NYS_ROUTE_208_AND_STONEGATE_DRIVE-SUNDAY_343904_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	2	135	0	0	137	0	0	0	0	0	0	87	4	0	91	5	0	3	0	8	236
11:15 AM	2	140	0	0	142	0	0	0	0	0	0	98	5	0	103	8	0	4	0	12	257
11:30 AM	1	154	0	0	155	0	0	0	0	0	0	111	6	0	117	4	0	3	0	7	279
11:45 AM	4	175	0	0	179	0	0	0	0	0	0	131	4	0	135	3	0	3	0	6	320
Total	9	604	0	0	613	0	0	0	0	0	0	427	19	0	446	20	0	13	0	33	1092
12:00 PM	0	172	0	0	172	0	0	0	0	0	0	145	2	0	147	5	0	2	0	7	326
12:15 PM	2	146	0	0	148	0	0	0	0	0	0	143	5	0	148	6	0	3	0	9	305
12:30 PM	4	158	0	0	162	0	0	0	0	0	0	127	1	0	128	6	0	0	0	6	296
12:45 PM	4	130	0	0	134	0	0	0	0	0	0	141	5	0	146	6	0	2	0	8	288
Total	10	606	0	0	616	0	0	0	0	0	0	556	13	0	569	23	0	7	0	30	1215
01:00 PM	3	151	0	0	154	0	0	0	0	0	0	124	3	0	127	4	0	2	0	6	287
01:15 PM	1	165	0	0	166	0	0	0	0	0	0	158	8	0	166	7	0	2	0	9	341
01:30 PM	1	153	0	0	154	0	0	0	0	0	0	126	3	0	129	4	0	0	0	4	287
01:45 PM	1	152	0	0	153	0	0	0	0	0	0	122	1	0	123	4	0	3	0	7	283
Total	6	621	0	0	627	0	0	0	0	0	0	530	15	0	545	19	0	7	0	26	1198
02:00 PM	3	102	0	0	105	0	0	0	0	0	0	126	2	0	128	2	0	5	0	7	240
02:15 PM	0	127	0	0	127	0	0	0	0	0	0	135	6	0	141	2	0	1	0	3	271
02:30 PM	0	124	0	0	124	0	0	0	0	0	0	130	3	0	133	4	0	1	0	5	262
02:45 PM	3	124	0	0	127	0	0	0	0	0	0	134	6	0	140	6	0	1	0	7	274
Total	6	477	0	0	483	0	0	0	0	0	0	525	17	0	542	14	0	8	0	22	1047
Grand Total	31	2308	0	0	2339	0	0	0	0	0	0	2038	64	0	2102	76	0	35	0	111	4552
Apprch %	1.3	98.7	0	0		0	0	0	0		0	97	3	0		68.5	0	31.5	0		
Total %	0.7	50.7	0	0	51.4	0	0	0	0	0	0	44.8	1.4	0	46.2	1.7	0	0.8	0	2.4	
Lights	31	2294	0	0	2325	0	0	0	0	0	0	2021	64	0	2085	76	0	35	0	111	4521
% Lights	100	99.4	0	0	99.4	0	0	0	0	0	0	99.2	100	0	99.2	100	0	100	0	100	99.3
Buses	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 8-_NYS_ROUTE_208_AND_STONEGATE_DRIVE-SUNDAY_343904_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	4	175	0	0	179	0	0	0	0	0	0	131	4	0	135	3	0	3	0	6	320
12:00 PM	0	172	0	0	172	0	0	0	0	0	0	145	2	0	147	5	0	2	0	7	326
12:15 PM	2	146	0	0	148	0	0	0	0	0	0	143	5	0	148	6	0	3	0	9	305
12:30 PM	4	158	0	0	162	0	0	0	0	0	0	127	1	0	128	6	0	0	0	6	296
Total Volume	10	651	0	0	661	0	0	0	0	0	0	546	12	0	558	20	0	8	0	28	1247
% App. Total	1.5	98.5	0	0		0	0	0	0		0	97.8	2.2	0		71.4	0	28.6	0		
PHF	.625	.930	.000	.000	.923	.000	.000	.000	.000	.000	.000	.941	.600	.000	.943	.833	.000	.667	.000	.778	.956
Lights	10	647	0	0	657	0	0	0	0	0	0	542	12	0	554	20	0	8	0	28	1239
% Lights	100	99.4	0	0	99.4	0	0	0	0	0	0	99.3	100	0	99.3	100	0	100	0	100	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#9

LOCATION: NYS ROUTE 208 & MUSEUM VILLAGE RD PROJECT: CLOVEWOOD

DATE OF COUNT: 09/09/16 DAY: FRIDAY JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM	06:45 AM	9		3				0	47			161	16	236	A	
06:45 AM	07:00 AM	9		3				0	50			181	24	267	A	
07:00 AM	07:15 AM	16		2				0	63			224	20	325	X	
07:15 AM	07:30 AM	10		3				3	55			192	22	285	X	1113
07:30 AM	07:45 AM	27		3				0	72			248	31	381	X	1258
07:45 AM	08:00 AM	30		10				2	66			221	39	368	X	1359
08:00 AM	08:15 AM	24		2				1	52			184	20	283	A	1317
08:15 AM	08:30 AM	11		6				1	60			222	21	321	A	1353
08:30 AM	08:45 AM	21		8				1	77			201	15	323	A	1295
08:45 AM	09:00 AM	30		10				1	69			182	17	309	A	1236
09:00 AM	09:15 AM	18		5				2	60			122	13	220	A	1173
09:15 AM	09:30 AM	30		1				4	70			149	9	263	A	1115
09:30 AM	09:45 AM	19		1				2	68			158	13	261	A	1053
09:45 AM	10:00 AM	19		3				2	54			97	9	184	A	928
10:00 AM	10:15 AM													0	A	708
10:15 AM	10:30 AM													0	A	445

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	16	0	2	0	0	0	0	63	0	0	224	20	325
07:15 AM	07:30 AM	10	0	3	0	0	0	3	55	0	0	192	22	285
07:30 AM	07:45 AM	27	0	3	0	0	0	0	72	0	0	248	31	381
07:45 AM	08:00 AM	30	0	10	0	0	0	2	66	0	0	221	39	368
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM	08:00 AM	83	0	18	0	0	0	5	256	0	0	885	112	1359	0.89
PHF BY MOVEMENT		0.69	#DIV/0!	0.45	#DIV/0!	#DIV/0!	#DIV/0!	0.42	0.89	#DIV/0!	#DIV/0!	0.89	0.72		
PHF BY APPROACH			0.63			#DIV/0!			0.91			0.89			

112	885	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
83	1	^	<	^	>
0	2	>	7	8	9
18	3	v	5	256	0

#9

Study Name 4-Route 208 At Museum Village Rd
Start Date 08/22/2014
Start Time 3:00 PM
Site Code

All Vehicles

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	132	11	0	3	152	0	33	10	0	341	
3:15 PM	134	16	0	1	161	0	37	3	0	352	
3:30 PM	147	14	0	4	135	0	46	4	0	350	
3:45 PM	125	16	0	2	149	0	35	3	0	330	1373
4:00 PM	123	14	0	1	154	0	36	3	0	331	1363
4:15 PM	121	12	0	3	131	0	30	6	0	303	1314
4:30 PM	150	29	0	4	139	0	39	3	0	364	1328
4:45 PM	132	31	0	3	178	0	45	6	0	395	1393
5:00 PM	115	13	0	5	210	0	60	11	0	414	1476
5:15 PM	111	21	0	5	217	0	37	7	0	398	1571
5:30 PM	115	8	0	1	226	0	38	7	0	395	1602
5:45 PM	104	14	0	2	201	0	35	4	0	360	1567
6:00 PM	0	0	0	0	0	0	0	0	0	0	
4:45-5:45 pm Pk Hr	**473**	**73**	**0**	**14**	**831**	**0**	**180**	**31**	**0**	**1602**	0.97
Trucks + Buses	4	0	0	1	6	0	0	0	0	11	
HV%	0.8%	0.0%	#DIV/0!	7.1%	0.7%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.7%	

HV by Approach

4 1%	7 1%	0 0%

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-FRIDAY_343921_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	20	131	0	0	151	0	0	0	0	0	0	154	5	0	159	2	0	35	0	37	347
02:45 PM	15	159	0	0	174	0	0	0	0	0	0	160	4	0	164	2	0	19	0	21	359
Total	35	290	0	0	325	0	0	0	0	0	0	314	9	0	323	4	0	54	0	58	706
03:00 PM	11	134	0	0	145	0	0	0	0	0	0	154	4	0	158	4	0	31	0	35	338
03:15 PM	17	129	0	0	146	0	0	0	0	0	0	187	4	0	191	6	0	38	0	44	381
03:30 PM	13	161	0	0	174	0	0	0	0	0	0	187	2	0	189	2	0	25	0	27	390
03:45 PM	17	133	0	0	150	0	0	0	0	0	0	184	0	0	184	2	0	39	0	41	375
Total	58	557	0	0	615	0	0	0	0	0	0	712	10	0	722	14	0	133	0	147	1484
04:00 PM	19	147	0	0	166	0	0	0	0	0	0	218	6	0	224	4	0	29	0	33	423
04:15 PM	11	134	0	0	145	0	0	0	0	0	0	231	1	0	232	5	0	33	0	38	415
04:30 PM	13	111	0	0	124	0	0	0	0	0	0	217	5	0	222	3	0	29	0	32	378
04:45 PM	20	125	0	0	145	0	0	0	0	0	0	221	1	0	222	5	0	38	0	43	410
Total	63	517	0	0	580	0	0	0	0	0	0	887	13	0	900	17	0	129	0	146	1626
05:00 PM	15	132	0	0	147	0	0	0	0	0	0	236	1	0	237	15	0	40	0	55	439
05:15 PM	19	133	0	0	152	0	0	0	0	0	0	202	4	0	206	6	0	40	0	46	404
05:30 PM	5	132	0	0	137	0	0	0	0	0	0	227	3	0	230	5	0	40	0	45	412
05:45 PM	9	128	0	0	137	0	0	0	0	0	0	213	3	0	216	7	0	18	0	25	378
Total	48	525	0	0	573	0	0	0	0	0	0	878	11	0	889	33	0	138	0	171	1633
06:00 PM	4	119	0	0	123	0	0	0	0	0	0	183	0	0	183	2	0	26	0	28	334
06:15 PM	17	120	0	0	137	0	0	0	0	0	0	172	2	0	174	0	0	21	0	21	332
Grand Total	225	2128	0	0	2353	0	0	0	0	0	0	3146	45	0	3191	70	0	501	0	571	6115
Apprch %	9.6	90.4	0	0		0	0	0	0		0	98.6	1.4	0		12.3	0	87.7	0		
Total %	3.7	34.8	0	0	38.5	0	0	0	0	0	0	51.4	0.7	0	52.2	1.1	0	8.2	0	9.3	
Lights	223	2070	0	0	2293	0	0	0	0	0	0	3104	42	0	3146	68	0	493	0	561	6000
% Lights	99.1	97.3	0	0	97.5	0	0	0	0	0	0	98.7	93.3	0	98.6	97.1	0	98.4	0	98.2	98.1
Buses	1	18	0	0	19	0	0	0	0	0	0	8	3	0	11	1	0	1	0	2	32
% Buses	0.4	0.8	0	0	0.8	0	0	0	0	0	0	0.3	6.7	0	0.3	1.4	0	0.2	0	0.4	0.5
Trucks	1	40	0	0	41	0	0	0	0	0	0	33	0	0	33	1	0	7	0	8	82
% Trucks	0.4	1.9	0	0	1.7	0	0	0	0	0	0	1	0	0	1	1.4	0	1.4	0	1.4	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-FRIDAY_343921_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	20	125	0	0	145	0	0	0	0	0	0	221	1	0	222	5	0	38	0	43	410
05:00 PM	15	132	0	0	147	0	0	0	0	0	0	236	1	0	237	15	0	40	0	55	439
05:15 PM	19	133	0	0	152	0	0	0	0	0	0	202	4	0	206	6	0	40	0	46	404
05:30 PM	5	132	0	0	137	0	0	0	0	0	0	227	3	0	230	5	0	40	0	45	412
Total Volume	59	522	0	0	581	0	0	0	0	0	0	886	9	0	895	31	0	158	0	189	1665
% App. Total	10.2	89.8	0	0		0	0	0	0		0	99	1	0		16.4	0	83.6	0		
PHF	.738	.981	.000	.000	.956	.000	.000	.000	.000	.000	.000	.939	.563	.000	.944	.517	.000	.988	.000	.859	.948
Lights	58	511	0	0	569	0	0	0	0	0	0	879	9	0	888	31	0	157	0	188	1645
% Lights	98.3	97.9	0	0	97.9	0	0	0	0	0	0	99.2	100	0	99.2	100	0	99.4	0	99.5	98.8
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	16
% Trucks	1.7	1.9	0	0	1.9	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0.6	0	0.5	1.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-SATURDAY_343924_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	150	0	0	153	0	0	0	0	0	0	107	1	0	108	4	0	15	0	19	280
11:15 AM	7	160	0	0	167	0	0	0	0	0	0	120	1	0	121	6	0	22	0	28	316
11:30 AM	15	184	0	0	199	0	0	0	0	0	0	130	3	0	133	2	0	13	0	15	347
11:45 AM	11	155	0	0	166	0	0	0	0	0	0	139	1	0	140	1	0	20	0	21	327
Total	36	649	0	0	685	0	0	0	0	0	0	496	6	0	502	13	0	70	0	83	1270
12:00 PM	16	144	0	0	160	0	0	0	0	0	0	140	0	0	140	2	0	17	0	19	319
12:15 PM	15	162	0	0	177	0	0	0	0	0	0	116	2	0	118	3	0	19	0	22	317
12:30 PM	10	157	0	0	167	0	0	0	0	0	0	127	2	0	129	3	0	17	0	20	316
12:45 PM	10	151	0	0	161	0	0	0	0	0	0	131	2	0	133	2	0	18	2	22	316
Total	51	614	0	0	665	0	0	0	0	0	0	514	6	0	520	10	0	71	2	83	1268
01:00 PM	6	154	0	0	160	0	0	0	0	0	0	147	3	0	150	2	0	24	0	26	336
01:15 PM	15	147	0	0	162	0	0	0	0	0	0	146	1	0	147	3	0	17	0	20	329
01:30 PM	12	155	0	0	167	0	0	0	0	0	0	141	2	0	143	4	0	24	0	28	338
01:45 PM	17	130	0	0	147	0	0	0	0	0	0	131	1	0	132	1	0	18	0	19	298
Total	50	586	0	0	636	0	0	0	0	0	0	565	7	0	572	10	0	83	0	93	1301
02:00 PM	9	136	0	0	145	0	0	0	0	0	0	138	0	0	138	4	0	13	0	17	300
02:15 PM	10	147	0	0	157	0	0	0	0	0	0	141	4	0	145	5	0	29	0	34	336
02:30 PM	13	131	0	0	144	0	0	0	0	0	0	148	0	0	148	2	0	20	0	22	314
02:45 PM	9	126	0	0	135	0	0	0	0	0	0	146	1	0	147	1	0	23	0	24	306
Total	41	540	0	0	581	0	0	0	0	0	0	573	5	0	578	12	0	85	0	97	1256
Grand Total	178	2389	0	0	2567	0	0	0	0	0	0	2148	24	0	2172	45	0	309	2	356	5095
Apprch %	6.9	93.1	0	0		0	0	0	0		0	98.9	1.1	0		12.6	0	86.8	0.6		
Total %	3.5	46.9	0	0	50.4	0	0	0	0	0	0	42.2	0.5	0	42.6	0.9	0	6.1	0	7	
Lights	175	2376	0	0	2551	0	0	0	0	0	0	2128	24	0	2152	43	0	305	0	348	5051
% Lights	98.3	99.5	0	0	99.4	0	0	0	0	0	0	99.1	100	0	99.1	95.6	0	98.7	0	97.8	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	11	0	0	14	0	0	0	0	0	0	17	0	0	17	2	0	4	0	6	37
% Trucks	1.7	0.5	0	0	0.5	0	0	0	0	0	0	0.8	0	0	0.8	4.4	0	1.3	0	1.7	0.7
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.6	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-SATURDAY_343924_09-10-2016
Site Code :
Start Date : 9/10/2016

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	10	151	0	0	161	0	0	0	0	0	0	131	2	0	133	2	0	18	2	22	316
01:00 PM	6	154	0	0	160	0	0	0	0	0	0	147	3	0	150	2	0	24	0	26	336
01:15 PM	15	147	0	0	162	0	0	0	0	0	0	146	1	0	147	3	0	17	0	20	329
01:30 PM	12	155	0	0	167	0	0	0	0	0	0	141	2	0	143	4	0	24	0	28	338
Total Volume	43	607	0	0	650	0	0	0	0	0	0	565	8	0	573	11	0	83	2	96	1319
% App. Total	6.6	93.4	0	0		0	0	0	0		0	98.6	1.4	0		11.5	0	86.5	2.1		
PHF	.717	.979	.000	.000	.973	.000	.000	.000	.000	.000	.000	.961	.667	.000	.955	.688	.000	.865	.250	.857	.976
Lights	42	600	0	0	642	0	0	0	0	0	0	557	8	0	565	9	0	82	0	91	1298
% Lights	97.7	98.8	0	0	98.8	0	0	0	0	0	0	98.6	100	0	98.6	81.8	0	98.8	0	94.8	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	17
% Trucks	2.3	1.2	0	0	1.2	0	0	0	0	0	0	1.1	0	0	1.0	18.2	0	1.2	0	3.1	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.1	0.2

Study Name 4-Route 208 At Museum Village Rd-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Route 208 Southbound			Route 208 Northbound			Museum Village Rd Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	168	11	0	2	101	0	14	2	0	298	
12:15 PM	168	17	0	1	116	0	20	3	0	325	
12:30 PM	146	13	0	2	104	0	25	4	0	294	
12:45 PM	144	9	0	2	122	0	20	2	0	299	1216
1:00 PM	109	14	0	0	111	0	29	4	0	267	1185
1:15 PM	147	8	0	0	136	0	24	2	0	317	1177
1:30 PM	153	9	0	1	107	0	31	0	0	301	1184
1:45 PM	144	19	0	2	121	0	28	0	0	314	1199
2:00 PM	139	11	0	4	120	0	22	3	0	299	1231
2:15 PM	127	7	0	0	139	0	28	5	0	306	1220
2:30 PM	133	9	0	2	125	0	21	2	0	292	1211
2:45 PM	125	9	0	3	120	0	20	1	0	278	1175
3:00 PM	0	0	0	0	1	0	0	0	0		
Peak hour 1:15-2:15 pm	583	47	0	7	484	0	105	5	0		0.97
Trucks + Bus	3	1	0	0	0	0	0	0	0		
HV%	0.5%	2.1%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!		
approach		4 1%			0 0%			0 0%			

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-SUNDAY_343936_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	10	149	0	0	159	0	0	0	0	0	0	89	3	0	92	2	0	8	0	10	261
11:15 AM	9	163	0	0	172	0	0	0	0	0	0	95	4	0	99	2	0	23	0	25	296
11:30 AM	12	144	0	0	156	0	0	0	0	0	0	110	2	0	112	1	0	61	0	62	330
11:45 AM	12	195	0	0	207	0	0	0	0	0	0	131	1	0	132	2	0	28	0	30	369
Total	43	651	0	0	694	0	0	0	0	0	0	425	10	0	435	7	0	120	0	127	1256
12:00 PM	9	167	0	0	176	0	0	0	0	0	0	122	1	0	123	6	0	21	0	27	326
12:15 PM	17	171	0	0	188	0	0	0	0	0	0	125	1	0	126	4	0	21	0	25	339
12:30 PM	16	153	0	0	169	0	0	0	0	0	0	132	1	0	133	3	0	19	0	22	324
12:45 PM	10	186	0	0	196	0	0	0	0	0	0	128	3	0	131	1	0	24	0	25	352
Total	52	677	0	0	729	0	0	0	0	0	0	507	6	0	513	14	0	85	0	99	1341
01:00 PM	9	160	0	0	169	0	0	0	0	0	0	142	1	0	143	0	0	15	0	15	327
01:15 PM	13	168	0	0	181	0	0	0	0	0	0	147	1	0	148	2	0	14	0	16	345
01:30 PM	9	150	0	0	159	0	0	0	0	0	0	128	1	0	129	2	0	18	0	20	308
01:45 PM	15	149	0	0	164	0	0	0	0	0	0	108	4	0	112	2	0	26	0	28	304
Total	46	627	0	0	673	0	0	0	0	0	0	525	7	0	532	6	0	73	0	79	1284
02:00 PM	17	109	0	0	126	0	0	0	0	0	0	127	0	0	127	1	0	19	0	20	273
02:15 PM	8	125	0	0	133	0	0	0	0	0	0	113	2	0	115	5	0	31	0	36	284
02:30 PM	6	131	0	0	137	0	0	0	0	0	0	130	1	0	131	1	0	20	0	21	289
02:45 PM	15	123	0	0	138	0	0	0	0	0	0	138	1	0	139	3	0	21	0	24	301
Total	46	488	0	0	534	0	0	0	0	0	0	508	4	0	512	10	0	91	0	101	1147
Grand Total	187	2443	0	0	2630	0	0	0	0	0	0	1965	27	0	1992	37	0	369	0	406	5028
Apprch %	7.1	92.9	0	0		0	0	0	0		0	98.6	1.4	0		9.1	0	90.9	0		
Total %	3.7	48.6	0	0	52.3	0	0	0	0	0	0	39.1	0.5	0	39.6	0.7	0	7.3	0	8.1	
Lights	186	2433	0	0	2619	0	0	0	0	0	0	1951	27	0	1978	35	0	367	0	402	4999
% Lights	99.5	99.6	0	0	99.6	0	0	0	0	0	0	99.3	100	0	99.3	94.6	0	99.5	0	99	99.4
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	2.7	0	0	0	0.2	0.1
Trucks	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	1	0	2	0	3	21
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.6	2.7	0	0.5	0	0.7	0.4
Bicycles on Road	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-_NYS_ROUTE_208_AND_MUSEUM_VILLAGE_ROAD_S-SUNDAY_343936_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	12	144	0	0	156	0	0	0	0	0	0	110	2	0	112	1	0	61	0	62	330
11:45 AM	12	195	0	0	207	0	0	0	0	0	0	131	1	0	132	2	0	28	0	30	369
12:00 PM	9	167	0	0	176	0	0	0	0	0	0	122	1	0	123	6	0	21	0	27	326
12:15 PM	17	171	0	0	188	0	0	0	0	0	0	125	1	0	126	4	0	21	0	25	339
Total Volume	50	677	0	0	727	0	0	0	0	0	0	488	5	0	493	13	0	131	0	144	1364
% App. Total	6.9	93.1	0	0		0	0	0	0		0	99	1	0		9	0	91	0		
PHF	.735	.868	.000	.000	.878	.000	.000	.000	.000	.000	.000	.931	.625	.000	.934	.542	.000	.537	.000	.581	.924
Lights	50	674	0	0	724	0	0	0	0	0	0	483	5	0	488	13	0	130	0	143	1355
% Lights	100	99.6	0	0	99.6	0	0	0	0	0	0	99.0	100	0	99.0	100	0	99.2	0	99.3	99.3
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0.8	0	0.7	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#10

LOCATION: NYS ROUTE 208 & FAIRWAY DRIVE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/21/16 DAY: TUESDAY JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM 06:45 AM	0		0				0	48			231	0	279	A	
06:45 AM 07:00 AM	0		0				1	56			218	0	275	A	
07:00 AM 07:15 AM	0		0				0	79			205	0	284	A	
07:15 AM 07:30 AM	0		0				0	75			234	0	309	A	1147
07:30 AM 07:45 AM	0		0				0	95			287	0	382	X	1250
07:45 AM 08:00 AM	0		1				0	81			285	0	367	X	1342
08:00 AM 08:15 AM	0		0				1	105			239	0	345	X	1403
08:15 AM 08:30 AM	0		0				1	102			219	1	323	X	1417
08:30 AM 08:45 AM	0		1				1	85			255	0	342	A	1377
08:45 AM 09:00 AM	1		0				1	78			220	1	301	A	1311
09:00 AM 09:15 AM	0		0				1	84			199	1	285	A	1251
09:15 AM 09:30 AM	0		0				1	88			160	2	251	A	1179
09:30 AM 09:45 AM													0	A	837
09:45 AM 10:00 AM													0	A	536
10:00 AM 10:15 AM													0	A	251
10:15 AM 10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	95	0	0	287	0	382
07:45 AM 08:00 AM	0	0	1	0	0	0	0	81	0	0	285	0	367
08:00 AM 08:15 AM	0	0	0	0	0	0	1	105	0	0	239	0	345
08:15 AM 08:30 AM	0	0	0	0	0	0	1	102	0	0	219	1	323
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

1	**1030**	**0**	^	6	**0**
12	11	10	<	5	**0**
<	v	>	v	4	**0**
0	1	^	<	^	>
0	2	>	7	8	9
1	3	v	**2**	**383**	**0**

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM 08:30 AM	0	0	1	0	0	0	2	383	0	0	1030	1	1417	0.93
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.91	#DIV/0!	#DIV/0!	0.90	0.25		
PHF BY APPROACH	0.25			#DIV/0!			0.91			0.90				

#10

LOCATION: NYS ROUTE 208 & FAIRWAY DRIVE PROJECT: CLOVEWOOD

DATE OF COUNT: 01/06/00 DAY: WEDNESDAY JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	1		3				2	195			152	1	354	A	
03:45 PM 04:00 PM	1		1				4	197			142	0	345	A	
04:00 PM 04:15 PM	2		2				2	265			159	0	430	A	
04:15 PM 04:30 PM	1		1				0	264			155	1	422	A	1551
04:30 PM 04:45 PM	2		4				1	282			142	2	433	A	1630
04:45 PM 05:00 PM	0		0				0	253			144	1	398	A	1683
05:00 PM 05:15 PM	1		1				0	300			120	0	422	X	1675
05:15 PM 05:30 PM	0		0				1	302			163	0	466	X	1719
05:30 PM 05:45 PM	0		0				0	320			136	1	457	X	1743
05:45 PM 06:00 PM	0		0				4	290			145	0	439	X	1784
06:00 PM 06:15 PM	1		3				0	282			127	0	413	A	1775
06:15 PM 06:30 PM	1		1				2	260			162	1	427	A	1736
06:30 PM 06:45 PM													0	A	1279
06:45 PM 07:00 PM													0	A	840
07:00 PM 07:15 PM													0	A	427
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM 05:15 PM	1	0	1	0	0	0	0	300	0	0	120	0	422
05:15 PM 05:30 PM	0	0	0	0	0	0	1	302	0	0	163	0	466
05:30 PM 05:45 PM	0	0	0	0	0	0	0	320	0	0	136	1	457
05:45 PM 06:00 PM	0	0	0	0	0	0	4	290	0	0	145	0	439
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

1	564	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
1	1	^	<	^	>
0	2	>	7	8	9
1	3	v	5	1212	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM 06:00 PM	1	0	1	0	0	0	5	1212	0	0	564	1	1784	0.96
PHF BY MOVEMENT	0.25	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.31	0.95	#DIV/0!	#DIV/0!	0.87	0.25		
PHF BY APPROACH	0.25			#DIV/0!			0.95			0.87				

#10

Study Name 3-Route 208 At Fairway Dr
Start Date 08/22/2014
Start Time 3:00 PM
Site Code

All Vehicles

	Southbound St. Southbound			Northbound St. Northbound			Eastbound St. Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn	15 Min. Totals	Hourly Totals
3:00 PM	142	0	0	0	186	0	0	0	0	328	
3:15 PM	150	0	0	0	191	0	0	0	0	341	
3:30 PM	157	1	0	2	189	0	0	3	0	352	
3:45 PM	138	0	0	2	181	0	0	0	0	321	1342
4:00 PM	139	0	0	3	186	0	0	2	0	330	1344
4:15 PM	132	0	0	1	196	0	0	1	0	330	1333
4:30 PM	181	0	0	2	209	0	0	2	0	394	1375
4:45 PM	158	0	0	1	217	0	0	2	0	378	1432
5:00 PM	127	0	0	1	273	0	2	1	0	404	1506
5:15 PM	132	0	0	2	246	0	0	0	0	380	1556
5:30 PM	121	0	0	2	264	0	0	2	0	389	1551
5:45 PM	117	1	0	1	232	0	0	0	0	351	1524
6:00 PM	0	0	0	0	0	0	0	0	0	0	
4:45-5:45 pm Pk Hr	**538**	**0**	**0**	**6**	**1000**	**0**	**2**	**5**	**0**	**1551**	0.96
Trucks + Buses	5	0	0	0	12	0	0	0	0	17	
HV%	0.9%	#DIV/0!	#DIV/0!	0.0%	1.2%	#DIV/0!	0.0%	0.0%	#DIV/0!	1.1%	
		5			12			0			
		1%			1%			0%			

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 10-NYS_ROUTE_208_AT_FAIRWAY_DR-SAT_344991_09-17-2016
Site Code :
Start Date : 9/17/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	ROUTE 208 From North					From East					ROUTE 208 From South					FAIRWAY DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	2	150	0	0	152	0	0	0	0	0	0	118	3	0	121	0	0	1	0	1	274
11:15 AM	2	129	0	0	131	0	0	0	0	0	0	147	1	0	148	0	0	0	0	0	279
11:30 AM	4	196	0	0	200	0	0	0	0	0	0	122	3	0	125	4	0	1	0	5	330
11:45 AM	2	162	0	0	164	0	0	0	0	0	0	124	1	0	125	8	0	1	1	10	299
Total	10	637	0	0	647	0	0	0	0	0	0	511	8	0	519	12	0	3	1	16	1182
12:00 PM	2	173	0	0	175	0	0	0	0	0	0	142	2	0	144	2	0	2	0	4	323
12:15 PM	0	140	0	0	140	0	0	0	0	0	0	150	2	0	152	2	0	1	0	3	295
12:30 PM	1	191	0	0	192	0	0	0	0	0	0	152	2	0	154	1	0	1	0	2	348
12:45 PM	1	172	0	0	173	0	0	0	0	0	0	129	0	0	129	1	0	1	0	2	304
Total	4	676	0	0	680	0	0	0	0	0	0	573	6	0	579	6	0	5	0	11	1270
01:00 PM	0	137	0	0	137	0	0	0	0	0	0	140	1	0	141	0	0	1	0	1	279
01:15 PM	0	124	0	0	124	0	0	0	0	0	0	149	3	0	152	2	0	0	0	2	278
01:30 PM	0	159	0	0	159	0	0	0	0	0	0	151	1	0	152	1	0	0	0	1	312
01:45 PM	0	150	0	0	150	0	0	0	0	0	0	127	2	0	129	2	0	2	0	4	283
Total	0	570	0	0	570	0	0	0	0	0	0	567	7	0	574	5	0	3	0	8	1152
02:00 PM	2	121	0	0	123	0	0	0	0	0	0	156	0	0	156	3	0	0	0	3	282
02:15 PM	4	117	0	0	121	0	0	0	0	0	0	149	2	0	151	2	0	0	0	2	274
02:30 PM	3	153	0	0	156	0	0	0	0	0	0	165	2	0	167	1	0	1	0	2	325
02:45 PM	1	127	0	0	128	0	0	0	0	0	0	192	1	0	193	1	0	0	0	1	322
Total	10	518	0	0	528	0	0	0	0	0	0	662	5	0	667	7	0	1	0	8	1203
Grand Total	24	2401	0	0	2425	0	0	0	0	0	0	2313	26	0	2339	30	0	12	1	43	4807
Apprch %	1	99	0	0		0	0	0	0		0	98.9	1.1	0		69.8	0	27.9	2.3		
Total %	0.5	49.9	0	0	50.4	0	0	0	0	0	0	48.1	0.5	0	48.7	0.6	0	0.2	0	0.9	
Lights	24	2387	0	0	2411	0	0	0	0	0	0	2289	25	0	2314	30	0	12	0	42	4767
% Lights	100	99.4	0	0	99.4	0	0	0	0	0	0	99	96.2	0	98.9	100	0	100	0	97.7	99.2
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	13	0	0	13	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	34
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.9	3.8	0	0.9	0	0	0	0	0	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.3	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 10-NYS_ROUTE_208_AT_FAIRWAY_DR-SAT_344991_09-17-2016
Site Code :
Start Date : 9/17/2016
Page No : 2

	ROUTE 208 From North					From East					ROUTE 208 From South					FAIRWAY DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	173	0	0	175	0	0	0	0	0	0	142	2	0	144	2	0	2	0	4	323
12:15 PM	0	140	0	0	140	0	0	0	0	0	0	150	2	0	152	2	0	1	0	3	295
12:30 PM	1	191	0	0	192	0	0	0	0	0	0	152	2	0	154	1	0	1	0	2	348
12:45 PM	1	172	0	0	173	0	0	0	0	0	0	129	0	0	129	1	0	1	0	2	304
Total Volume	4	676	0	0	680	0	0	0	0	0	0	573	6	0	579	6	0	5	0	11	1270
% App. Total	0.6	99.4	0	0		0	0	0	0		0	99	1	0		54.5	0	45.5	0		
PHF	.500	.885	.000	.000	.885	.000	.000	.000	.000	.000	.000	.942	.750	.000	.940	.750	.000	.625	.000	.688	.912
Lights	4	672	0	0	676	0	0	0	0	0	0	561	6	0	567	6	0	5	0	11	1254
% Lights	100	99.4	0	0	99.4	0	0	0	0	0	0	97.9	100	0	97.9	100	0	100	0	100	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.2
Trucks	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
% Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#10

Study Name 3-Route 208 At Fairway Dr-Sun
Start Date 08/24/2014
Start Time 12:00 PM
Site Code

All Vehicles

	Rt 208 Southbound			Rt 208 Northbound			Fairway Drive Eastbound				
Start Time	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Right	U-Turn	15 Min. Totals	Hourly Totals
12:00 PM	169	1	0	1	120	0	0	0	0	291	
12:15 PM	185	0	0	0	132	0	0	1	0	318	
12:30 PM	160	1	0	0	131	0	1	0	0	293	
12:45 PM	150	0	0	2	133	0	3	0	0	288	1190
1:00 PM	123	1	0	3	144	0	1	2	0	274	1173
1:15 PM	155	1	0	3	154	0	0	3	0	316	1171
1:30 PM	156	1	0	1	139	0	0	0	0	297	1175
1:45 PM	165	0	1	1	151	0	0	1	0	319	1206
2:00 PM	148	1	0	2	133	0	2	4	0	290	1222
2:15 PM	129	0	0	2	171	0	0	2	0	304	1210
2:30 PM	145	0	0	0	147	0	0	0	0	292	1205
2:45 PM	127	0	0	0	132	0	1	4	0	264	1150
Peak hour	624	3	1	7	577	0	2	8	0		0.96
988											

Trucks + Bus	5	0	0	0	4	0	0	0	0
HV%	0.8%	0.0%	0.0%	0.0%	0.7%	#DIV/0!	0.0%	0.0%	#DIV/0!

approach	5 1%	4 1%	0 0%

#11

LOCATION: NYS ROUTE 208 & DUELK AVENUE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/16/16 DAY: Thursday JCE JOB #: 1300.417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM	06:45 AM	3	2	4	24	0	1	0	28	4	2	183	4	255	A	
06:45 AM	07:00 AM	2	0	6	23	5	6	2	48	6	1	199	9	307	A	
07:00 AM	07:15 AM	1	2	6	18	4	5	3	56	4	2	172	8	281	A	
07:15 AM	07:30 AM	3	2	11	15	1	1	8	46	0	0	167	6	260	A	1103
07:30 AM	07:45 AM	2	1	10	2	4	6	8	66	7	5	187	13	311	x	1159
07:45 AM	08:00 AM	3	0	14	17	4	2	3	50	5	4	193	17	312	x	1164
08:00 AM	08:15 AM	6	4	14	26	5	7	3	59	4	2	169	11	310	x	1193
08:15 AM	08:30 AM	10	0	6	23	1	8	6	58	2	6	175	4	299	x	1232
08:30 AM	08:45 AM	1	1	3	17	0	7	5	68	5	4	166	4	281	A	1202
08:45 AM	09:00 AM	3	1	8	19	2	1	7	60	10	3	185	13	312	A	1202
09:00 AM	09:15 AM	2	1	10	22	7	1	6	62	7	4	125	3	250	A	1142
09:15 AM	09:30 AM	2	0	4	8	1	2	4	59	8	2	106	8	204	A	1047
09:30 AM	09:45 AM													0	A	766
09:45 AM	10:00 AM													0	A	454
10:00 AM	10:15 AM													0	A	204
10:15 AM	10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	2	1	10	2	4	6	8	66	7	5	187	13	311
07:45 AM	08:00 AM	3	0	14	17	4	2	3	50	5	4	193	17	312
08:00 AM	08:15 AM	6	4	14	26	5	7	3	59	4	2	169	11	310
08:15 AM	08:30 AM	10	0	6	23	1	8	6	58	2	6	175	4	299
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM	08:30 AM	21	5	44	68	14	23	20	233	18	17	724	45	1232	0.99
PHF BY MOVEMENT		0.53	0.31	0.79	0.65	0.70	0.72	0.63	0.88	0.64	0.71	0.94	0.66		
PHF BY APPROACH			0.73			0.69			0.84			0.92			

45	724	17	^	6	23
12	11	10	<	5	14
<	v	>	v	4	68
21	1	^	<	^	>
5	2	>	7	8	9
44	3	v	20	233	18

LOCATION: NYS ROUTE 208 & DUELK AVENUE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/15/16 DAY: Wednesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM	03:45 PM	3	0	8	16	0	6	7	164	18	9	111	6	348	A	
03:45 PM	04:00 PM	4	2	6	13	2	6	4	173	14	0	129	4	357	A	
04:00 PM	04:15 PM	9	1	9	9	2	4	5	185	27	7	111	6	375	A	
04:15 PM	04:30 PM	5	2	3	15	1	4	9	169	15	2	118	2	345	A	1425
04:30 PM	04:45 PM	7	5	3	10	1	2	8	190	23	3	114	9	375	A	1452
04:45 PM	05:00 PM	9	0	5	18	1	5	10	213	19	3	116	6	405	X	1500
05:00 PM	05:15 PM	11	3	10	11	3	3	8	227	29	12	113	8	438	X	1563
05:15 PM	05:30 PM	4	1	6	10	3	7	5	181	27	9	119	3	375	X	1593
05:30 PM	05:45 PM	6	1	12	11	6	4	7	238	39	4	114	8	450	X	1668
05:45 PM	06:00 PM	15	5	5	16	3	9	9	192	20	4	111	8	397	A	1660
06:00 PM	06:15 PM	11	2	6	5	4	9	10	172	27	3	77	6	332	A	1554
06:15 PM	06:30 PM	5	5	9	9	2	3	3	191	29	6	106	5	373	A	1552
06:30 PM	06:45 PM													0	A	1102
06:45 PM	07:00 PM													0	A	705
07:00 PM	07:15 PM													0	A	373
07:15 PM	07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	9	0	5	18	1	5	10	213	19	3	116	6	405
05:00 PM	05:15 PM	11	3	10	11	3	3	8	227	29	12	113	8	438
05:15 PM	05:30 PM	4	1	6	10	3	7	5	181	27	9	119	3	375
05:30 PM	05:45 PM	6	1	12	11	6	4	7	238	39	4	114	8	450
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

25	**462**	**28**	^	6	**19**	05:00 PM	05:15 PM	11	3	10	11	3	3	8	227	29	12	113	8	438
12	11	10	<	5	**13**	05:15 PM	05:30 PM	4	1	6	10	3	7	5	181	27	9	119	3	375
<	v	>	v	4	**50**	05:30 PM	05:45 PM	6	1	12	11	6	4	7	238	39	4	114	8	450
30	1	^	<	^	>	05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	>	7	8	9	06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
33	3	v	**30**	**859**	**114**	06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:45 PM	05:45 PM	30	5	33	50	13	19	30	859	114	28	462	25	1668	0.93
PHF BY MOVEMENT		0.68	0.42	0.69	0.69	0.54	0.68	0.75	0.90	0.73	0.58	0.97	0.78		
PHF BY APPROACH			0.71			0.85			0.88			0.97			

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-NYS_ROUTE_208_AND_DUELK_AVE-FRIDAY_343995_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	8	94	6	0	108	7	0	14	0	21	12	154	5	0	171	7	3	2	0	12	312
02:45 PM	6	126	1	0	133	11	1	13	0	25	17	142	4	1	164	4	1	5	3	13	335
Total	14	220	7	0	241	18	1	27	0	46	29	296	9	1	335	11	4	7	3	25	647
03:00 PM	7	96	5	0	108	6	1	12	0	19	17	129	6	0	152	4	2	2	4	12	291
03:15 PM	1	110	6	0	117	3	2	14	0	19	16	175	6	2	199	5	0	6	1	12	347
03:30 PM	6	121	6	0	133	4	0	16	0	20	25	165	6	0	196	5	1	7	0	13	362
03:45 PM	6	115	10	0	131	4	4	23	0	31	16	164	6	0	186	3	3	6	0	12	360
Total	20	442	27	0	489	17	7	65	0	89	74	633	24	2	733	17	6	21	5	49	1360
04:00 PM	10	120	4	0	134	3	5	8	0	16	13	179	6	0	198	4	3	7	0	14	362
04:15 PM	7	105	2	0	114	4	4	8	0	16	26	208	8	1	243	5	4	8	0	17	390
04:30 PM	5	101	5	0	111	6	1	12	0	19	23	192	13	5	233	4	2	15	0	21	384
04:45 PM	3	100	1	0	104	7	2	13	0	22	28	187	12	0	227	9	1	13	0	23	376
Total	25	426	12	0	463	20	12	41	0	73	90	766	39	6	901	22	10	43	0	75	1512
05:00 PM	3	107	4	0	114	5	4	15	0	24	20	205	10	1	236	2	3	10	0	15	389
05:15 PM	4	107	4	0	115	7	0	21	0	28	31	199	11	1	242	6	0	10	0	16	401
05:30 PM	6	122	5	0	133	2	2	9	0	13	23	200	12	0	235	5	1	11	0	17	398
05:45 PM	10	108	9	0	127	8	2	15	0	25	12	183	8	0	203	2	4	9	0	15	370
Total	23	444	22	0	489	22	8	60	0	90	86	787	41	2	916	15	8	40	0	63	1558
06:00 PM	14	99	3	0	116	7	2	14	0	23	24	145	18	0	187	6	2	20	2	30	356
06:15 PM	4	89	3	0	96	2	1	13	0	16	23	151	7	0	181	3	10	13	0	26	319
Grand Total	100	1720	74	0	1894	86	31	220	0	337	326	2778	138	11	3253	74	40	144	10	268	5752
Apprch %	5.3	90.8	3.9	0		25.5	9.2	65.3	0		10	85.4	4 2	0.3		27.6	14.9	53.7	3.7		
Total %	1.7	29.9	1.3	0	32.9	1.5	0.5	3.8	0	5.9	5.7	48.3	2 4	0.2	56.6	1.3	0.7	2.5	0.2	4.7	
Lights	97	1679	68	0	1844	79	31	214	0	324	321	2723	136	0	3180	72	40	143	0	255	5603
% Lights	97	97.6	91.9	0	97.4	91.9	100	97.3	0	96.1	98.5	98	98 6	0	97.8	97.3	100	99.3	0	95.1	97.4
Buses	0	9	5	0	14	3	0	2	0	5	1	10	0	0	11	0	0	0	0	0	30
% Buses	0	0.5	6.8	0	0.7	3.5	0	0.9	0	1.5	0.3	0.4	0	0	0.3	0	0	0	0	0	0.5
Trucks	3	32	1	0	36	3	0	4	0	7	4	44	2	0	50	2	0	1	0	3	96
% Trucks	3	1.9	1.4	0	1.9	3.5	0	1.8	0	2.1	1.2	1.6	1.4	0	1.5	2.7	0	0.7	0	1.1	1.7
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	1.2	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	10	10	21
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0	0	0	100	3.7	0.4

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-NYS_ROUTE_208_AND_DUELK_AVE-FRIDAY_343995_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	100	1	0	104	7	2	13	0	22	28	187	12	0	227	9	1	13	0	23	376
05:00 PM	3	107	4	0	114	5	4	15	0	24	20	205	10	1	236	2	3	10	0	15	389
05:15 PM	4	107	4	0	115	7	0	21	0	28	31	199	11	1	242	6	0	10	0	16	401
05:30 PM	6	122	5	0	133	2	2	9	0	13	23	200	12	0	235	5	1	11	0	17	398
Total Volume	16	436	14	0	466	21	8	58	0	87	102	791	45	2	940	22	5	44	0	71	1564
% App. Total	3.4	93.6	3	0		24.1	9.2	66.7	0		10.9	84.1	4.8	0.2		31	7	62	0		
PHF	.667	.893	.700	.000	.876	.750	.500	.690	.000	.777	.823	.965	.938	.500	.971	.611	.417	.846	.000	.772	.975
Lights	16	426	13	0	455	20	8	57	0	85	100	781	44	0	925	21	5	44	0	70	1535
% Lights	100	97.7	92.9	0	97.6	95.2	100	98.3	0	97.7	98.0	98.7	97.8	0	98.4	95.5	100	100	0	98.6	98.1
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	10	1	0	11	1	0	1	0	2	2	7	1	0	10	1	0	0	0	1	24
% Trucks	0	2.3	7.1	0	2.4	4.8	0	1.7	0	2.3	2.0	0.9	2.2	0	1.1	4.5	0	0	0	1.4	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0.1

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-_NYS_ROUTE_208_AND_DUELK_AVE-SATURDAY_344000_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	5	132	3	0	140	4	3	7	0	14	16	93	6	0	115	2	4	3	0	9	278
11:15 AM	4	128	2	0	134	7	5	11	0	23	12	107	5	0	124	10	0	7	0	17	298
11:30 AM	3	151	11	0	165	4	2	20	0	26	13	111	7	0	131	5	0	8	0	13	335
11:45 AM	2	133	4	0	139	8	3	15	0	26	21	138	5	0	164	2	2	4	0	8	337
Total	14	544	20	0	578	23	13	53	0	89	62	449	23	0	534	19	6	22	0	47	1248
12:00 PM	8	123	2	0	133	9	0	16	0	25	9	126	12	1	148	3	5	5	0	13	319
12:15 PM	6	134	2	0	142	2	5	11	0	18	14	109	4	2	129	7	5	5	0	17	306
12:30 PM	5	133	4	1	143	6	1	19	0	26	16	105	6	0	127	5	2	10	0	17	313
12:45 PM	6	136	3	0	145	11	0	10	0	21	18	127	4	0	149	3	0	2	0	5	320
Total	25	526	11	1	563	28	6	56	0	90	57	467	26	3	553	18	12	22	0	52	1258
01:00 PM	7	127	7	0	141	5	2	10	0	17	14	128	11	0	153	7	2	8	0	17	328
01:15 PM	8	130	7	0	145	5	2	19	0	26	8	132	2	0	142	8	2	8	0	18	331
01:30 PM	5	129	2	0	136	1	0	14	1	16	15	117	10	2	144	6	2	6	0	14	310
01:45 PM	9	109	4	0	122	3	2	19	0	24	18	119	9	0	146	8	2	14	0	24	316
Total	29	495	20	0	544	14	6	62	1	83	55	496	32	2	585	29	8	36	0	73	1285
02:00 PM	11	111	4	0	126	6	3	12	0	21	16	118	7	0	141	9	6	8	0	23	311
02:15 PM	7	113	5	0	125	5	0	18	0	23	11	131	5	0	147	7	4	4	0	15	310
02:30 PM	3	113	1	0	117	7	5	15	0	27	11	123	11	0	145	4	3	7	0	14	303
02:45 PM	4	103	5	0	112	6	5	11	0	22	13	116	6	2	137	10	1	8	0	19	290
Total	25	440	15	0	480	24	13	56	0	93	51	488	29	2	570	30	14	27	0	71	1214
Grand Total	93	2005	66	1	2165	89	38	227	1	355	225	1900	110	7	2242	96	40	107	0	243	5005
Apprch %	4.3	92.6	3	0		25.1	10.7	63.9	0.3		10	84.7	4.9	0.3		39.5	16.5	44	0		
Total %	1.9	40.1	1.3	0	43.3	1.8	0.8	4.5	0	7.1	4.5	38	2.2	0.1	44.8	1.9	0.8	2.1	0	4.9	
Lights	91	1988	66	0	2145	88	37	227	0	352	224	1869	108	0	2201	92	40	105	0	237	4935
% Lights	97.8	99.2	100	0	99.1	98.9	97.4	100	0	99.2	99.6	98.4	98.2	0	98.2	95.8	100	98.1	0	97.5	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0
Trucks	2	15	0	0	17	1	1	0	0	2	1	27	2	0	30	4	0	2	0	6	55
% Trucks	2.2	0.7	0	0	0.8	1.1	2.6	0	0	0.6	0.4	1.4	1.8	0	1.3	4.2	0	1.9	0	2.5	1.1
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	1	1	0	0	0	7	7	0	0	0	0	0	9
% Pedestrians	0	0	0	100	0	0	0	0	100	0.3	0	0	0	100	0.3	0	0	0	0	0	0.2

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-_NYS_ROUTE_208_AND_DUELK_AVE-SATURDAY_344000_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	3	151	11	0	165	4	2	20	0	26	13	111	7	0	131	5	0	8	0	13	335
11:45 AM	2	133	4	0	139	8	3	15	0	26	21	138	5	0	164	2	2	4	0	8	337
12:00 PM	8	123	2	0	133	9	0	16	0	25	9	126	12	1	148	3	5	5	0	13	319
12:15 PM	6	134	2	0	142	2	5	11	0	18	14	109	4	2	129	7	5	5	0	17	306
Total Volume	19	541	19	0	579	23	10	62	0	95	57	484	28	3	572	17	12	22	0	51	1297
% App. Total	3.3	93.4	3.3	0		24.2	10.5	65.3	0		10	84.6	4.9	0.5		33.3	23.5	43.1	0		
PHF	.594	.896	.432	.000	.877	.639	.500	.775	.000	.913	.679	.877	.583	.375	.872	.607	.600	.688	.000	.750	.962
Lights	18	537	19	0	574	22	10	62	0	94	56	475	27	0	558	17	12	21	0	50	1276
% Lights	94.7	99.3	100	0	99.1	95.7	100	100	0	98.9	98.2	98.1	96.4	0	97.6	100	100	95.5	0	98.0	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	4	0	0	5	1	0	0	0	1	1	8	1	0	10	0	0	1	0	1	17
% Trucks	5.3	0.7	0	0	0.9	4.3	0	0	0	1.1	1.8	1.7	3.6	0	1.7	0	0	4.5	0	2.0	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0.2

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-_NYS_ROUTE_208_AND_DUELK_AVE-_SUNDAY_344004_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	7	110	3	0	120	3	6	14	0	23	14	70	5	0	89	9	0	5	0	14	246
11:15 AM	5	127	3	0	135	5	3	14	0	22	17	78	2	0	97	5	4	10	0	19	273
11:30 AM	8	115	8	0	131	6	4	30	0	40	12	100	6	0	118	5	4	3	0	12	301
11:45 AM	11	151	0	0	162	8	0	17	0	25	8	116	8	0	132	9	2	4	0	15	334
Total	31	503	14	0	548	22	13	75	0	110	51	364	21	0	436	28	10	22	0	60	1154
12:00 PM	8	148	7	0	163	4	5	13	0	22	23	104	9	0	136	4	8	8	0	20	341
12:15 PM	11	131	7	0	149	6	1	17	0	24	14	128	10	1	153	14	2	8	0	24	350
12:30 PM	8	130	1	0	139	7	3	16	0	26	15	103	11	0	129	12	3	8	0	23	317
12:45 PM	12	105	1	0	118	1	4	23	0	28	20	113	7	1	141	9	3	11	0	23	310
Total	39	514	16	0	569	18	13	69	0	100	72	448	37	2	559	39	16	35	0	90	1318
01:00 PM	8	132	1	0	141	4	3	17	0	24	18	108	7	2	135	7	3	7	2	19	319
01:15 PM	7	146	3	0	156	4	4	11	0	19	24	126	4	2	156	5	3	8	0	16	347
01:30 PM	5	121	3	0	129	6	4	19	0	29	17	106	5	0	128	9	2	7	0	18	304
01:45 PM	8	125	4	0	137	9	3	17	0	29	16	101	10	0	127	6	2	5	0	13	306
Total	28	524	11	0	563	23	14	64	0	101	75	441	26	4	546	27	10	27	2	66	1276
02:00 PM	3	90	5	0	98	1	0	12	0	13	19	100	5	0	124	3	0	9	0	12	247
02:15 PM	9	102	4	0	115	1	2	16	0	19	17	117	10	0	144	7	1	6	0	14	292
02:30 PM	5	106	3	0	114	4	5	14	0	23	14	95	9	2	120	9	6	3	0	18	275
02:45 PM	5	103	5	1	114	1	7	19	0	27	13	128	5	1	147	5	4	6	0	15	303
Total	22	401	17	1	441	7	14	61	0	82	63	440	29	3	535	24	11	24	0	59	1117
Grand Total	120	1942	58	1	2121	70	54	269	0	393	261	1693	113	9	2076	118	47	108	2	275	4865
Apprch %	5.7	91.6	2.7	0		17.8	13.7	68.4	0		12.6	81.6	5.4	0.4		42.9	17.1	39.3	0.7		
Total %	2.5	39.9	1.2	0	43.6	1.4	1.1	5.5	0	8.1	5.4	34.8	2.3	0.2	42.7	2.4	1	2.2	0	5.7	
Lights	120	1931	58	0	2109	70	53	268	0	391	261	1677	112	0	2050	117	47	108	0	272	4822
% Lights	100	99.4	100	0	99.4	100	98.1	99.6	0	99.5	100	99.1	99.1	0	98.7	99.2	100	100	0	98.9	99.1
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0	0.1	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	9	0	0	9	0	1	1	0	2	0	9	1	0	10	1	0	0	0	1	22
% Trucks	0	0.5	0	0	0.4	0	1.9	0.4	0	0.5	0	0.5	0.9	0	0.5	0.8	0	0	0	0.4	0.5
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Bicycles on Road	0	0.1	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	8	8	0	0	0	2	2	11
% Pedestrians	0	0	0	100	0	0	0	0	0	0	0	0	0	88.9	0.4	0	0	0	100	0.7	0.2

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 11-_NYS_ROUTE_208_AND_DUELK_AVE-_SUNDAY_344004_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	11	151	0	0	162	8	0	17	0	25	8	116	8	0	132	9	2	4	0	15	334
12:00 PM	8	148	7	0	163	4	5	13	0	22	23	104	9	0	136	4	8	8	0	20	341
12:15 PM	11	131	7	0	149	6	1	17	0	24	14	128	10	1	153	14	2	8	0	24	350
12:30 PM	8	130	1	0	139	7	3	16	0	26	15	103	11	0	129	12	3	8	0	23	317
Total Volume	38	560	15	0	613	25	9	63	0	97	60	451	38	1	550	39	15	28	0	82	1342
% App. Total	6.2	91.4	2.4	0		25.8	9.3	64.9	0		10.9	82	6.9	0.2		47.6	18.3	34.1	0		
PHF	.864	.927	.536	.000	.940	.781	.450	.926	.000	.933	.652	.881	.864	.250	.899	.696	.469	.875	.000	.854	.959
Lights	38	557	15	0	610	25	9	62	0	96	60	448	37	0	545	38	15	28	0	81	1332
% Lights	100	99.5	100	0	99.5	100	100	98.4	0	99.0	100	99.3	97.4	0	99.1	97.4	100	100	0	98.8	99.3
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.1
Trucks	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	6
% Trucks	0	0.4	0	0	0.3	0	0	1.6	0	1.0	0	0.2	2.6	0	0.4	2.6	0	0	0	1.2	0.4
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#12/#13

LOCATION: NYS ROUTE 208 & LAKE SHORE DR / CAPT CARPI PROJECT: CLOVEWOOD

DATE OF COUNT: 06/16/16 DAY: Thursday JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM 06:45 AM	4		8	3		0	2	29	2	0	173	1	222	A	
06:45 AM 07:00 AM	1		7	2		3	0	50	0	0	195	2	260	A	
07:00 AM 07:15 AM	3		5	5		1	0	63	2	0	190	1	270	X	
07:15 AM 07:30 AM	4		4	1		0	0	60	0	1	185	1	256	X	1008
07:30 AM 07:45 AM	2		8	2		0	2	64	0	0	206	2	286	X	1072
07:45 AM 08:00 AM	0		6	1		1	5	59	0	1	220	2	295	X	1107
08:00 AM 08:15 AM	2		10	3		0	0	68	1	0	144	2	230	A	1067
08:15 AM 08:30 AM	5		7	1		0	0	69	2	0	167	0	251	A	1062
08:30 AM 08:45 AM	2		7	1		0	0	75	0	0	160	0	245	A	1021
08:45 AM 09:00 AM	4		6	1		0	1	63	0	0	178	0	253	A	979
09:00 AM 09:15 AM	3		5	2		0	2	61	0	0	117	3	193	A	942
09:15 AM 09:30 AM	3		7	2		0	1	75	1	0	135	1	225	A	916
09:30 AM 09:45 AM													0	A	671
09:45 AM 10:00 AM													0	A	418
10:00 AM 10:15 AM													0	A	225
10:15 AM 10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	3	0	5	5	0	1	0	63	2	0	190	1	270
07:15 AM 07:30 AM	4	0	4	1	0	0	0	60	0	1	185	1	256
07:30 AM 07:45 AM	2	0	8	2	0	0	2	64	0	0	206	2	286
07:45 AM 08:00 AM	0	0	6	1	0	1	5	59	0	1	220	2	295
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM 08:00 AM	9	0	23	9	0	2	7	246	2	2	801	6	1107	0.94
PHF BY MOVEMENT	0.56	#DIV/0!	0.72	0.45	#DIV/0!	0.50	0.35	0.96	0.25	0.50	0.91	0.75		
PHF BY APPROACH	0.80			0.46			0.97			0.91				

6	801	2	^	6	2
12	11	10	<	5	0
<	v	>	v	4	9
9	1	^	<	^	>
0	2	>	7	8	9
23	3	v	7	246	2

#12/#13

LOCATION: NYS ROUTE 208 & LAKE SHORE DR / CAPT CARPI PROJECT: CLOVEWOOD

DATE OF COUNT: 06/15/16 DAY: Wednesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	3		4	2		0	10	162	4	1	114	1	301	A	
03:45 PM 04:00 PM	4		4	2		1	12	161	0	1	125	4	314	A	
04:00 PM 04:15 PM	4		5	3		0	7	197	3	0	109	2	330	A	
04:15 PM 04:30 PM	2		6	2		1	5	156	1	0	112	3	288	A	1233
04:30 PM 04:45 PM	4		9	1		0	4	207	3	0	117	1	346	A	1278
04:45 PM 05:00 PM	2		5	0		0	5	203	4	0	106	2	327	A	1291
05:00 PM 05:15 PM	4		6	3		0	6	234	3	1	113	5	375	X	1336
05:15 PM 05:30 PM	1		12	2		0	6	207	6	0	129	1	364	X	1412
05:30 PM 05:45 PM	4		10	4		1	7	201	3	0	111	3	344	X	1410
05:45 PM 06:00 PM	2		6	3		0	11	221	5	0	118	5	371	X	1454
06:00 PM 06:15 PM	1		4	3		0	11	165	1	0	78	5	268	A	1347
06:15 PM 06:30 PM	3		2	2		1	9	169	5	2	106	1	300	A	1283
06:30 PM 06:45 PM													0	A	939
06:45 PM 07:00 PM													0	A	568
07:00 PM 07:15 PM													0	A	300
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	4	0	6	3	0	0	6	234	3	1	113	5	375
05:15 PM	05:30 PM	1	0	12	2	0	0	6	207	6	0	129	1	364
05:30 PM	05:45 PM	4	0	10	4	0	1	7	201	3	0	111	3	344
05:45 PM	06:00 PM	2	0	6	3	0	0	11	221	5	0	118	5	371
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	11	0	34	12	0	1	30	863	17	1	471	14	1454	0.97
PHF BY MOVEMENT		0.69	#DIV/0!	0.71	0.75	#DIV/0!	0.25	0.68	0.92	0.71	0.25	0.91	0.70		
PHF BY APPROACH			0.80			0.65			0.94			0.93			

14	471	1	^	6	1
12	11	10	<	5	0
<	v	>	v	4	12
11	1	^	<	^	>
0	2	>	7	8	9
34	3	v	30	863	17

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-FRIDAY_344018_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	5	114	1	0	120	1	0	1	0	2	5	155	6	0	166	2	0	5	0	7	295
02:45 PM	2	125	1	0	128	0	0	1	0	1	2	147	4	0	153	7	0	2	0	9	291
Total	7	239	2	0	248	1	0	2	0	3	7	302	10	0	319	9	0	7	0	16	586
03:00 PM	1	97	1	0	99	0	0	1	0	1	2	139	5	0	146	4	0	1	0	5	251
03:15 PM	2	121	1	0	124	2	0	2	0	4	1	178	5	0	184	6	0	2	0	8	320
03:30 PM	0	121	1	0	122	0	0	0	0	0	4	151	2	0	157	4	0	4	0	8	287
03:45 PM	1	121	1	0	123	0	0	0	0	0	8	170	6	0	184	4	0	2	0	6	313
Total	4	460	4	0	468	2	0	3	0	5	15	638	18	0	671	18	0	9	0	27	1171
04:00 PM	1	128	2	0	131	0	0	0	0	0	5	181	9	0	195	5	0	0	0	5	331
04:15 PM	2	106	0	0	108	0	1	0	0	1	1	209	10	0	220	3	0	0	0	3	332
04:30 PM	3	103	0	0	106	1	0	1	0	2	5	192	11	1	209	9	0	0	0	9	326
04:45 PM	0	93	0	0	93	1	0	2	0	3	3	196	7	0	206	7	1	1	0	9	311
Total	6	430	2	0	438	2	1	3	0	6	14	778	37	1	830	24	1	1	0	26	1300
05:00 PM	2	109	0	0	111	1	0	4	0	5	6	209	7	0	222	5	0	1	0	6	344
05:15 PM	4	121	2	0	127	2	0	3	0	5	7	196	7	0	210	7	0	3	0	10	352
05:30 PM	2	118	1	0	121	0	0	2	0	2	2	208	7	0	217	4	1	4	0	9	349
05:45 PM	4	121	0	0	125	3	0	3	0	6	4	187	9	0	200	7	1	4	0	12	343
Total	12	469	3	0	484	6	0	12	0	18	19	800	30	0	849	23	2	12	0	37	1388
06:00 PM	2	101	0	0	103	0	0	3	0	3	3	168	7	0	178	11	1	2	0	14	298
06:15 PM	2	87	0	0	89	0	0	0	0	0	2	145	9	0	156	6	0	2	0	8	253
Grand Total	33	1786	11	0	1830	11	1	23	0	35	60	2831	111	1	3003	91	4	33	0	128	4996
Apprch %	1.8	97.6	0.6	0		31.4	2.9	65.7	0		2	94.3	3.7	0		71.1	3.1	25.8	0		
Total %	0.7	35.7	0.2	0	36.6	0.2	0	0.5	0	0.7	1.2	56.7	2.2	0	60.1	1.8	0.1	0.7	0	2.6	
Lights	32	1743	11	0	1786	10	0	23	0	33	60	2770	109	0	2939	88	3	30	0	121	4879
% Lights	97	97.6	100	0	97.6	90.9	0	100	0	94.3	100	97.8	98.2	0	97.9	96.7	75	90.9	0	94.5	97.7
Buses	0	8	0	0	8	1	0	0	0	1	0	13	1	0	14	2	0	2	0	4	27
% Buses	0	0.4	0	0	0.4	9.1	0	0	0	2.9	0	0.5	0.9	0	0.5	2.2	0	6.1	0	3.1	0.5
Trucks	1	35	0	0	36	0	0	0	0	0	0	47	0	0	47	1	0	1	0	2	85
% Trucks	3	2	0	0	2	0	0	0	0	0	0	1.7	0	0	1.6	1.1	0	3	0	1.6	1.7
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	4
% Bicycles on Road	0	0	0	0	0	0	100	0	0	2.9	0	0	0.9	0	0.1	0	25	0	0	0.8	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-FRIDAY_344018_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	109	0	0	111	1	0	4	0	5	6	209	7	0	222	5	0	1	0	6	344
05:15 PM	4	121	2	0	127	2	0	3	0	5	7	196	7	0	210	7	0	3	0	10	352
05:30 PM	2	118	1	0	121	0	0	2	0	2	2	208	7	0	217	4	1	4	0	9	349
05:45 PM	4	121	0	0	125	3	0	3	0	6	4	187	9	0	200	7	1	4	0	12	343
Total Volume	12	469	3	0	484	6	0	12	0	18	19	800	30	0	849	23	2	12	0	37	1388
% App. Total	2.5	96.9	0.6	0		33.3	0	66.7	0		2.2	94.2	3.5	0		62.2	5.4	32.4	0		
PHF	.750	.969	.375	.000	.953	.500	.000	.750	.000	.750	.679	.957	.833	.000	.956	.821	.500	.750	.000	.771	.986
Lights	11	461	3	0	475	6	0	12	0	18	19	789	30	0	838	22	1	12	0	35	1366
% Lights	91.7	98.3	100	0	98.1	100	0	100	0	100	100	98.6	100	0	98.7	95.7	50.0	100	0	94.6	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.1
Trucks	1	8	0	0	9	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	18
% Trucks	8.3	1.7	0	0	1.9	0	0	0	0	0	0	1.0	0	0	0.9	4.3	0	0	0	2.7	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	50.0	0	0	2.7	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-SATURDAY_344024_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	119	0	0	119	0	0	2	0	2	3	97	2	0	102	6	0	1	0	7	230
11:15 AM	3	133	0	0	136	1	0	3	0	4	4	113	3	0	120	5	0	1	0	6	266
11:30 AM	1	152	1	0	154	1	0	4	0	5	1	118	6	0	125	9	0	3	0	12	296
11:45 AM	2	121	1	0	124	1	0	2	0	3	0	138	6	0	144	12	0	1	0	13	284
Total	6	525	2	0	533	3	0	11	0	14	8	466	17	0	491	32	0	6	0	38	1076
12:00 PM	1	131	1	0	133	0	0	3	0	3	5	128	11	0	144	6	0	1	0	7	287
12:15 PM	0	135	1	0	136	0	0	2	0	2	2	117	1	0	120	9	0	2	0	11	269
12:30 PM	2	134	0	0	136	0	0	1	0	1	1	111	4	0	116	8	0	0	0	8	261
12:45 PM	1	135	0	0	136	0	0	3	0	3	3	127	11	0	141	8	0	1	0	9	289
Total	4	535	2	0	541	0	0	9	0	9	11	483	27	0	521	31	0	4	0	35	1106
01:00 PM	1	130	0	0	131	1	0	4	0	5	5	126	11	0	142	6	0	3	0	9	287
01:15 PM	5	129	0	0	134	0	0	3	0	3	1	137	6	0	144	7	0	4	0	11	292
01:30 PM	3	132	1	0	136	0	0	1	0	1	3	124	5	0	132	9	0	2	0	11	280
01:45 PM	2	114	1	0	117	1	0	1	0	2	2	126	8	0	136	6	0	2	0	8	263
Total	11	505	2	0	518	2	0	9	0	11	11	513	30	0	554	28	0	11	0	39	1122
02:00 PM	2	122	0	0	124	0	0	2	0	2	5	121	6	0	132	6	0	1	0	7	265
02:15 PM	4	111	1	0	116	2	0	1	0	3	2	137	4	0	143	10	1	2	0	13	275
02:30 PM	0	113	0	0	113	2	0	3	0	5	0	134	7	0	141	5	0	1	0	6	265
02:45 PM	1	106	0	0	107	0	0	0	0	0	4	126	9	0	139	7	0	0	0	7	253
Total	7	452	1	0	460	4	0	6	0	10	11	518	26	0	555	28	1	4	0	33	1058
Grand Total	28	2017	7	0	2052	9	0	35	0	44	41	1980	100	0	2121	119	1	25	0	145	4362
Apprch %	1.4	98.3	0.3	0		20.5	0	79.5	0		1.9	93.4	4.7	0		82.1	0.7	17.2	0		
Total %	0.6	46.2	0.2	0	47	0.2	0	0.8	0	1	0.9	45.4	2.3	0	48.6	2.7	0	0.6	0	3.3	
Lights	27	1999	7	0	2033	9	0	34	0	43	41	1950	100	0	2091	119	1	25	0	145	4312
% Lights	96.4	99.1	100	0	99.1	100	0	97.1	0	97.7	100	98.5	100	0	98.6	100	100	100	0	100	98.9
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	1	15	0	0	16	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	42
% Trucks	3.6	0.7	0	0	0.8	0	0	2.9	0	2.3	0	1.3	0	0	1.2	0	0	0	0	0	1
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-SATURDAY_344024_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	1	135	0	0	136	0	0	3	0	3	3	127	11	0	141	8	0	1	0	9	289
01:00 PM	1	130	0	0	131	1	0	4	0	5	5	126	11	0	142	6	0	3	0	9	287
01:15 PM	5	129	0	0	134	0	0	3	0	3	1	137	6	0	144	7	0	4	0	11	292
01:30 PM	3	132	1	0	136	0	0	1	0	1	3	124	5	0	132	9	0	2	0	11	280
Total Volume	10	526	1	0	537	1	0	11	0	12	12	514	33	0	559	30	0	10	0	40	1148
% App. Total	1.9	98	0.2	0		8.3	0	91.7	0		2.1	91.9	5.9	0		75	0	25	0		
PHF	.500	.974	.250	.000	.987	.250	.000	.688	.000	.600	.600	.938	.750	.000	.970	.833	.000	.625	.000	.909	.983
Lights	10	518	1	0	529	1	0	11	0	12	12	507	33	0	552	30	0	10	0	40	1133
% Lights	100	98.5	100	0	98.5	100	0	100	0	100	100	98.6	100	0	98.7	100	0	100	0	100	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% Trucks	0	1.3	0	0	1.3	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	1.0
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
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Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-SUNDAY_344028_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	108	0	0	109	0	1	1	0	2	1	76	2	0	79	11	1	0	0	12	202
11:15 AM	3	116	1	0	120	0	0	6	0	6	4	84	7	0	95	5	2	1	0	8	229
11:30 AM	2	134	0	0	136	0	2	2	0	4	2	104	3	2	111	8	0	0	0	8	259
11:45 AM	2	143	1	0	146	3	0	3	0	6	1	118	8	0	127	7	0	2	0	9	288
Total	8	501	2	0	511	3	3	12	0	18	8	382	20	2	412	31	3	3	0	37	978
12:00 PM	3	163	0	0	166	0	0	4	0	4	4	116	6	0	126	7	0	2	0	9	305
12:15 PM	0	125	2	0	127	1	0	1	0	2	3	123	9	0	135	7	0	1	0	8	272
12:30 PM	1	135	2	0	138	2	0	1	0	3	4	112	2	0	118	9	2	2	0	13	272
12:45 PM	0	106	0	0	106	0	1	1	0	2	2	119	8	0	129	7	0	0	0	7	244
Total	4	529	4	0	537	3	1	7	0	11	13	470	25	0	508	30	2	5	0	37	1093
01:00 PM	1	137	0	0	138	0	0	1	0	1	1	104	9	0	114	3	0	2	0	5	258
01:15 PM	4	147	2	0	153	0	1	0	0	1	5	126	11	0	142	8	2	1	0	11	307
01:30 PM	2	124	0	0	126	0	0	0	0	0	3	110	5	0	118	11	0	3	0	14	258
01:45 PM	3	124	0	0	127	2	0	0	0	2	3	109	4	0	116	9	1	3	0	13	258
Total	10	532	2	0	544	2	1	1	0	4	12	449	29	0	490	31	3	9	0	43	1081
02:00 PM	3	91	0	0	94	0	1	3	0	4	2	102	8	0	112	5	0	4	0	9	219
02:15 PM	0	112	0	0	112	0	0	0	0	0	1	115	2	0	118	5	1	0	0	6	236
02:30 PM	1	109	1	0	111	2	0	1	0	3	2	107	5	0	114	6	1	1	0	8	236
02:45 PM	3	110	0	0	113	1	1	0	0	2	3	113	7	0	123	4	1	2	0	7	245
Total	7	422	1	0	430	3	2	4	0	9	8	437	22	0	467	20	3	7	0	30	936
Grand Total	29	1984	9	0	2022	11	7	24	0	42	41	1738	96	2	1877	112	11	24	0	147	4088
Apprch %	1.4	98.1	0.4	0		26.2	16.7	57.1	0		2.2	92.6	5.1	0.1		76.2	7.5	16.3	0		
Total %	0.7	48.5	0.2	0	49.5	0.3	0.2	0.6	0	1	1	42.5	2.3	0	45.9	2.7	0.3	0.6	0	3.6	
Lights	28	1971	8	0	2007	11	5	24	0	40	41	1724	96	0	1861	112	8	23	0	143	4051
% Lights	96.6	99.3	88.9	0	99.3	100	71.4	100	0	95.2	100	99.2	100	0	99.1	100	72.7	95.8	0	97.3	99.1
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	1	9	0	0	10	0	0	0	0	0	0	10	0	0	10	0	1	1	0	2	22
% Trucks	3.4	0.5	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.5	0	9.1	4.2	0	1.4	0.5
Bicycles on Road	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
% Bicycles on Road	0	0.1	11.1	0	0.1	0	28.6	0	0	4.8	0	0.1	0	0	0.1	0	18.2	0	0	1.4	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 12_&_13-_NYS_ROUTE_208_AND_LAKE_SHORE_DRIVE_CAPTAIN_CARPENTER_ROAD-SUNDAY_344028_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	143	1	0	146	3	0	3	0	6	1	118	8	0	127	7	0	2	0	9	288
12:00 PM	3	163	0	0	166	0	0	4	0	4	4	116	6	0	126	7	0	2	0	9	305
12:15 PM	0	125	2	0	127	1	0	1	0	2	3	123	9	0	135	7	0	1	0	8	272
12:30 PM	1	135	2	0	138	2	0	1	0	3	4	112	2	0	118	9	2	2	0	13	272
Total Volume	6	566	5	0	577	6	0	9	0	15	12	469	25	0	506	30	2	7	0	39	1137
% App. Total	1	98.1	0.9	0		40	0	60	0		2.4	92.7	4.9	0		76.9	5.1	17.9	0		
PHF	.500	.868	.625	.000	.869	.500	.000	.563	.000	.625	.750	.953	.694	.000	.937	.833	.250	.875	.000	.750	.932
Lights	6	564	5	0	575	6	0	9	0	15	12	466	25	0	503	30	0	7	0	37	1130
% Lights	100	99.6	100	0	99.7	100	0	100	0	100	100	99.4	100	0	99.4	100	0	100	0	94.9	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	100	0	0	5.1	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#14

LOCATION: NYS ROUTE 208 & RED BIRD DRIVE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/16/16 DAY: Thursday JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM 06:45 AM	0		2				0	36			177	0	215	A	
06:45 AM 07:00 AM	1		1				0	57			200	1	260	A	
07:00 AM 07:15 AM	0		1				0	67			192	0	260	X	
07:15 AM 07:30 AM	0		0				0	63			203	1	267	X	1002
07:30 AM 07:45 AM	0		0				0	70			213	0	283	X	1070
07:45 AM 08:00 AM	0		0				0	55			209	1	265	X	1075
08:00 AM 08:15 AM	0		0				0	83			165	2	250	A	1065
08:15 AM 08:30 AM	0		0				0	73			174	0	247	A	1045
08:30 AM 08:45 AM	0		0				0	75			155	1	231	A	993
08:45 AM 09:00 AM	1		0				0	70			188	0	259	A	987
09:00 AM 09:15 AM	0		0				0	82			155	0	237	A	974
09:15 AM 09:30 AM	1		1				1	64			111	0	178	A	905
09:30 AM 09:45 AM													0	A	674
09:45 AM 10:00 AM													0	A	415
10:00 AM 10:15 AM													0	A	178
10:15 AM 10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	1	0	0	0	0	67	0	0	192	0	260
07:15 AM 07:30 AM	0	0	0	0	0	0	0	63	0	0	203	1	267
07:30 AM 07:45 AM	0	0	0	0	0	0	0	70	0	0	213	0	283
07:45 AM 08:00 AM	0	0	0	0	0	0	0	55	0	0	209	1	265
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM 08:00 AM	0	0	1	0	0	0	0	255	0	0	817	2	1075	0.95
PHF BY MOVEMENT	#DIV/0!	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	#DIV/0!	#DIV/0!	0.96	0.50		
PHF BY APPROACH	0.25			#DIV/0!			0.91			0.96				

2	817	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
0	1	^	<	^	>
0	2	>	7	8	9
1	3	v	0	255	0

#14

LOCATION: NYS ROUTE 208 & RED BIRD DRIVE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/15/16 DAY: Wednesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	0		0				0	168			127	0	295	A	
03:45 PM 04:00 PM	0		1				0	176			130	1	308	A	
04:00 PM 04:15 PM	0		0				0	189			101	0	290	A	
04:15 PM 04:30 PM	0		0				0	176			118	2	296	A	1189
04:30 PM 04:45 PM	0		1				1	211			116	1	330	A	1224
04:45 PM 05:00 PM	0		2				2	206			125	0	335	A	1251
05:00 PM 05:15 PM	0		2				1	242			121	0	366	X	1327
05:15 PM 05:30 PM	1		1				0	194			118	1	315	X	1346
05:30 PM 05:45 PM	1		0				1	242			132	0	376	X	1392
05:45 PM 06:00 PM	1		0				0	208			126	2	337	X	1394
06:00 PM 06:15 PM	0		0				0	153			91	0	244	A	1272
06:15 PM 06:30 PM	0		0				3	168			107	2	280	A	1237
06:30 PM 06:45 PM													0	A	861
06:45 PM 07:00 PM													0	A	524
07:00 PM 07:15 PM													0	A	280
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	0	0	2	0	0	0	1	242	0	0	121	0	366
05:15 PM	05:30 PM	1	0	1	0	0	0	0	194	0	0	118	1	315
05:30 PM	05:45 PM	1	0	0	0	0	0	1	242	0	0	132	0	376
05:45 PM	06:00 PM	1	0	0	0	0	0	0	208	0	0	126	2	337
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	3	0	3	0	0	0	2	886	0	0	497	3	1394	0.93
PHF BY MOVEMENT		0.75	#DIV/0!	0.38	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.92	#DIV/0!	#DIV/0!	0.94	0.38		
PHF BY APPROACH		0.75			#DIV/0!			0.91			0.95				

3	497	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
3	1	^	<	^	>
0	2	>	7	8	9
3	3	v	2	886	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-FRIDAY_344037_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	1	117	0	0	118	0	0	0	0	0	0	160	1	0	161	0	0	0	0	0	279
02:45 PM	0	124	0	0	124	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	273
Total	1	241	0	0	242	0	0	0	0	0	0	309	1	0	310	0	0	0	0	0	552
03:00 PM	0	105	0	0	105	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	236
03:15 PM	1	118	0	0	119	0	0	0	0	0	0	181	1	0	182	0	0	0	0	0	301
03:30 PM	0	124	0	0	124	0	0	0	0	0	0	171	0	0	171	0	0	0	0	0	295
03:45 PM	1	124	0	0	125	0	0	0	0	0	0	164	0	0	164	1	0	0	0	1	290
Total	2	471	0	0	473	0	0	0	0	0	0	647	1	0	648	1	0	0	0	1	1122
04:00 PM	1	130	0	0	131	0	0	0	0	0	0	168	0	0	168	0	0	0	0	0	299
04:15 PM	0	109	0	0	109	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	320
04:30 PM	0	105	0	0	105	0	0	0	0	0	0	200	0	0	200	1	0	0	0	1	306
04:45 PM	1	97	0	0	98	0	0	0	0	0	0	194	0	0	194	0	0	0	0	0	292
Total	2	441	0	0	443	0	0	0	0	0	0	773	0	0	773	1	0	0	0	1	1217
05:00 PM	0	109	0	0	109	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	323
05:15 PM	0	114	0	0	114	0	0	0	0	0	0	206	1	0	207	1	0	0	0	1	322
05:30 PM	2	105	0	0	107	0	0	0	0	0	0	185	2	0	187	1	0	0	0	1	295
05:45 PM	0	129	0	0	129	0	0	0	0	0	0	197	0	0	197	0	0	0	0	0	326
Total	2	457	0	0	459	0	0	0	0	0	0	802	3	0	805	2	0	0	0	2	1266
06:00 PM	2	116	0	0	118	0	0	0	0	0	0	166	1	0	167	0	0	0	0	0	285
06:15 PM	0	88	0	0	88	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	237
Grand Total	9	1814	0	0	1823	0	0	0	0	0	0	2846	6	0	2852	4	0	0	0	4	4679
Apprch %	0.5	99.5	0	0		0	0	0	0		0	99.8	0.2	0		100	0	0	0		
Total %	0.2	38.8	0	0	39	0	0	0	0	0	0	60.8	0.1	0	61	0.1	0	0	0	0.1	
Lights	9	1771	0	0	1780	0	0	0	0	0	0	2773	5	0	2778	4	0	0	0	4	4562
% Lights	100	97.6	0	0	97.6	0	0	0	0	0	0	97.4	83.3	0	97.4	100	0	0	0	100	97.5
Buses	0	10	0	0	10	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	27
% Buses	0	0.6	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.6
Trucks	0	33	0	0	33	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	89
% Trucks	0	1.8	0	0	1.8	0	0	0	0	0	0	1.9	16.7	0	2	0	0	0	0	0	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-FRIDAY_344037_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	109	0	0	109	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	323
05:15 PM	0	114	0	0	114	0	0	0	0	0	0	206	1	0	207	1	0	0	0	1	322
05:30 PM	2	105	0	0	107	0	0	0	0	0	0	185	2	0	187	1	0	0	0	1	295
05:45 PM	0	129	0	0	129	0	0	0	0	0	0	197	0	0	197	0	0	0	0	0	326
Total Volume	2	457	0	0	459	0	0	0	0	0	0	802	3	0	805	2	0	0	0	2	1266
% App. Total	0.4	99.6	0	0		0	0	0	0		0	99.6	0.4	0		100	0	0	0		
PHF	.250	.886	.000	.000	.890	.000	.000	.000	.000	.000	.000	.937	.375	.000	.940	.500	.000	.000	.000	.500	.971
Lights	2	448	0	0	450	0	0	0	0	0	0	791	3	0	794	2	0	0	0	2	1246
% Lights	100	98.0	0	0	98.0	0	0	0	0	0	0	98.6	100	0	98.6	100	0	0	0	100	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
% Trucks	0	2.0	0	0	2.0	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-SATURDAY_344042_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	129	0	0	129	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	224
11:15 AM	1	127	0	0	128	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	244
11:30 AM	0	159	0	0	159	0	0	0	0	0	0	119	0	0	119	1	0	0	0	1	279
11:45 AM	0	128	0	0	128	0	0	0	0	0	0	144	0	0	144	0	0	0	0	0	272
Total	1	543	0	0	544	0	0	0	0	0	0	474	0	0	474	1	0	0	0	1	1019
12:00 PM	0	131	0	0	131	0	0	0	0	0	0	132	0	0	132	0	0	0	0	0	263
12:15 PM	0	131	0	0	131	0	0	0	0	0	0	113	0	0	113	0	0	0	1	1	245
12:30 PM	0	138	0	0	138	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	252
12:45 PM	3	140	0	0	143	0	0	0	0	0	0	120	1	0	121	0	0	0	0	0	264
Total	3	540	0	0	543	0	0	0	0	0	0	479	1	0	480	0	0	0	1	1	1024
01:00 PM	0	128	0	0	128	0	0	0	0	0	0	127	1	0	128	0	0	1	0	1	257
01:15 PM	0	139	0	0	139	0	0	0	0	0	0	140	1	0	141	1	0	1	0	2	282
01:30 PM	0	132	0	0	132	0	0	0	0	0	0	126	1	0	127	0	0	0	0	0	259
01:45 PM	2	117	0	0	119	0	0	0	0	0	0	127	0	0	127	0	0	0	0	0	246
Total	2	516	0	0	518	0	0	0	0	0	0	520	3	0	523	1	0	2	0	3	1044
02:00 PM	0	123	0	0	123	0	0	0	0	0	0	122	0	0	122	1	0	0	0	1	246
02:15 PM	1	116	0	0	117	0	0	0	0	0	0	137	1	0	138	1	0	0	0	1	256
02:30 PM	5	112	0	0	117	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	253
02:45 PM	1	107	0	0	108	0	0	0	0	0	0	116	2	0	118	0	0	0	0	0	226
Total	7	458	0	0	465	0	0	0	0	0	0	511	3	0	514	2	0	0	0	2	981
Grand Total	13	2057	0	0	2070	0	0	0	0	0	0	1984	7	0	1991	4	0	2	1	7	4068
Apprch %	0.6	99.4	0	0		0	0	0	0		0	99.6	0.4	0		57.1	0	28.6	14.3		
Total %	0.3	50.6	0	0	50.9	0	0	0	0	0	0	48.8	0.2	0	48.9	0.1	0	0	0	0.2	
Lights	13	2037	0	0	2050	0	0	0	0	0	0	1952	7	0	1959	4	0	2	0	6	4015
% Lights	100	99	0	0	99	0	0	0	0	0	0	98.4	100	0	98.4	100	0	100	0	85.7	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	17	0	0	17	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	45
% Trucks	0	0.8	0	0	0.8	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	1.1
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	14.3	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-SATURDAY_344042_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	3	140	0	0	143	0	0	0	0	0	0	120	1	0	121	0	0	0	0	0	264
01:00 PM	0	128	0	0	128	0	0	0	0	0	0	127	1	0	128	0	0	1	0	1	257
01:15 PM	0	139	0	0	139	0	0	0	0	0	0	140	1	0	141	1	0	1	0	2	282
01:30 PM	0	132	0	0	132	0	0	0	0	0	0	126	1	0	127	0	0	0	0	0	259
Total Volume	3	539	0	0	542	0	0	0	0	0	0	513	4	0	517	1	0	2	0	3	1062
% App. Total	0.6	99.4	0	0		0	0	0	0		0	99.2	0.8	0		33.3	0	66.7	0		
PHF	.250	.963	.000	.000	.948	.000	.000	.000	.000	.000	.000	.916	1.00	.000	.917	.250	.000	.500	.000	.375	.941
Lights	3	530	0	0	533	0	0	0	0	0	0	505	4	0	509	1	0	2	0	3	1045
% Lights	100	98.3	0	0	98.3	0	0	0	0	0	0	98.4	100	0	98.5	100	0	100	0	100	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
% Trucks	0	1.3	0	0	1.3	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1.2
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bicycles on Road	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-SUNDAY_344047_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	112	0	0	112	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	186
11:15 AM	0	123	0	0	123	0	0	0	0	0	0	88	0	0	88	1	0	0	0	1	212
11:30 AM	1	129	0	0	130	0	0	0	0	0	0	104	1	1	106	1	0	0	1	2	238
11:45 AM	0	153	0	0	153	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	278
Total	1	517	0	0	518	0	0	0	0	0	0	391	1	1	393	2	0	0	1	3	914
12:00 PM	0	156	0	0	156	0	0	0	0	0	0	103	1	0	104	0	0	1	0	1	261
12:15 PM	1	141	0	0	142	0	0	0	0	0	0	134	1	0	135	0	0	0	0	0	277
12:30 PM	1	136	0	0	137	0	0	0	0	0	0	116	0	0	116	1	0	0	0	1	254
12:45 PM	1	104	0	0	105	0	0	0	0	0	0	113	1	0	114	1	0	0	0	1	220
Total	3	537	0	0	540	0	0	0	0	0	0	466	3	0	469	2	0	1	0	3	1012
01:00 PM	1	137	0	0	138	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	245
01:15 PM	0	155	0	0	155	0	0	0	0	0	0	127	1	0	128	1	0	1	0	2	285
01:30 PM	0	119	0	0	119	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	228
01:45 PM	1	127	0	0	128	0	0	0	1	1	0	114	0	0	114	0	0	0	0	0	243
Total	2	538	0	0	540	0	0	0	1	1	0	457	1	0	458	1	0	1	0	2	1001
02:00 PM	0	98	0	0	98	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	203
02:15 PM	0	106	0	0	106	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	225
02:30 PM	0	105	0	0	105	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	204
02:45 PM	1	119	0	0	120	0	0	0	0	0	0	124	0	0	124	0	0	1	0	1	245
Total	1	428	0	0	429	0	0	0	0	0	0	447	0	0	447	0	0	1	0	1	877
Grand Total	7	2020	0	0	2027	0	0	0	1	1	0	1761	5	1	1767	5	0	3	1	9	3804
Apprch %	0.3	99.7	0	0		0	0	0	100		0	99.7	0.3	0.1		55.6	0	33.3	11.1		
Total %	0.2	53.1	0	0	53.3	0	0	0	0	0	0	46.3	0.1	0	46.5	0.1	0	0.1	0	0.2	
Lights	7	2007	0	0	2014	0	0	0	0	0	0	1749	5	0	1754	5	0	3	0	8	3776
% Lights	100	99.4	0	0	99.4	0	0	0	0	0	0	99.3	100	0	99.3	100	0	100	0	88.9	99.3
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	11.1	0.1

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 14-_NYS_ROUTE_208_AND_RED_BIRD_DRIVE-SUNDAY_344047_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	153	0	0	153	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	278
12:00 PM	0	156	0	0	156	0	0	0	0	0	0	103	1	0	104	0	0	1	0	1	261
12:15 PM	1	141	0	0	142	0	0	0	0	0	0	134	1	0	135	0	0	0	0	0	277
12:30 PM	1	136	0	0	137	0	0	0	0	0	0	116	0	0	116	1	0	0	0	1	254
Total Volume	2	586	0	0	588	0	0	0	0	0	0	478	2	0	480	1	0	1	0	2	1070
% App. Total	0.3	99.7	0	0		0	0	0	0		0	99.6	0.4	0		50	0	50	0		
PHF	.500	.939	.000	.000	.942	.000	.000	.000	.000	.000	.000	.892	.500	.000	.889	.250	.000	.250	.000	.500	.962
Lights	2	584	0	0	586	0	0	0	0	0	0	475	2	0	477	1	0	1	0	2	1065
% Lights	100	99.7	0	0	99.7	0	0	0	0	0	0	99.4	100	0	99.4	100	0	100	0	100	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#15

LOCATION: NYS ROUTE 208 & MANGIN ROAD PROJECT: CLOVEWOOD

DATE OF COUNT: 06/16/16 DAY: Thursday JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM	06:45 AM				3		2		30	0	1	171		207	A	
06:45 AM	07:00 AM				3		0		37	2	2	196		240	X	
07:00 AM	07:15 AM				4		7		62	2	0	187		262	X	
07:15 AM	07:30 AM				2		10		59	0	2	192		265	X	974
07:30 AM	07:45 AM				3		4		77	0	3	217		304	X	1071
07:45 AM	08:00 AM													0	A	831
08:00 AM	08:15 AM				4		3		72	0	4	164		247	A	816
08:15 AM	08:30 AM				3		6		73	0	1	170		253	A	804
08:30 AM	08:45 AM				5		7		71	2	0	144		229	A	729
08:45 AM	09:00 AM				3		8		73	1	4	191		280	A	1009
09:00 AM	09:15 AM				3		4		63	2	4	119		195	A	957
09:15 AM	09:30 AM				1		3		74	1	4	127		210	A	914
09:30 AM	09:45 AM													0	A	685
09:45 AM	10:00 AM													0	A	405
10:00 AM	10:15 AM													0	A	210
10:15 AM	10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	3	0	0	0	37	2	2	196	0	240
07:00 AM	07:15 AM	0	0	0	4	0	7	0	62	2	0	187	0	262
07:15 AM	07:30 AM	0	0	0	2	0	10	0	59	0	2	192	0	265
07:30 AM	07:45 AM	0	0	0	3	0	4	0	77	0	3	217	0	304
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
06:45 AM	07:45 AM	0	0	0	12	0	21	0	235	4	7	792	0	1071	0.88
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.53	#DIV/0!	0.76	0.5C	0.58	0.91	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.69			0.78			0.91				

0	792	7	^	6	21
12	11	10	<	5	0
<	v	>	v	4	12
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	235	4

#15

LOCATION: NYS ROUTE 208 & MANGIN ROAD PROJECT: CLOVEWOOD

DATE OF COUNT: 06/15/16 DAY: Wednesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM				5		8		162	5	4	110		294	A	
03:45 PM 04:00 PM				2		6		167	1	4	127		307	A	
04:00 PM 04:15 PM				3		1		172	7	6	101		290	A	
04:15 PM 04:30 PM				4		4		174	2	7	115		306	A	1197
04:30 PM 04:45 PM				3		1		206	2	4	112		328	A	1231
04:45 PM 05:00 PM				3		4		210	1	3	118		339	A	1263
05:00 PM 05:15 PM				3		3		229	3	5	113		356	X	1329
05:15 PM 05:30 PM				2		3		195	0	2	122		324	X	1347
05:30 PM 05:45 PM				2		6		240	4	6	118		376	X	1395
05:45 PM 06:00 PM				3		3		198	9	6	121		340	X	1396
06:00 PM 06:15 PM				2		3		188	3	4	91		291	A	1331
06:15 PM 06:30 PM				1		5		190	4	7	114		321	A	1328
06:30 PM 06:45 PM													0	A	952
06:45 PM 07:00 PM													0	A	612
07:00 PM 07:15 PM													0	A	321
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	05:15 PM	0	0	0	3	0	3	0	229	3	5	113	0	356
05:15 PM	05:30 PM	0	0	0	2	0	3	0	195	0	2	122	0	324
05:30 PM	05:45 PM	0	0	0	2	0	6	0	240	4	6	118	0	376
05:45 PM	06:00 PM	0	0	0	3	0	3	0	198	9	6	121	0	340
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	0	0	0	10	0	15	0	862	16	19	474	0	1396	0.93
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.83	#DIV/0!	0.63	#DIV/0!	0.90	0.44	0.79	0.97	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.78			0.90			0.97				

0	474	19	^	6	15
12	11	10	<	5	0
<	v	>	v	4	10
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	862	16

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_FRIDAY_344060_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	115	6	0	121	0	0	1	0	1	3	155	0	0	158	0	0	0	0	0	280
02:45 PM	0	129	2	0	131	0	0	4	0	4	4	148	0	0	152	0	0	0	0	0	287
Total	0	244	8	0	252	0	0	5	0	5	7	303	0	0	310	0	0	0	0	0	567
03:00 PM	0	94	4	0	98	4	0	5	0	9	3	128	0	0	131	0	0	0	0	0	238
03:15 PM	0	124	7	0	131	3	0	1	0	4	7	175	0	0	182	0	0	0	0	0	317
03:30 PM	0	117	6	0	123	5	0	5	0	10	8	166	0	0	174	0	0	0	0	0	307
03:45 PM	0	115	5	0	120	4	0	6	0	10	7	156	0	0	163	0	0	0	0	0	293
Total	0	450	22	0	472	16	0	17	0	33	25	625	0	0	650	0	0	0	0	0	1155
04:00 PM	0	132	6	0	138	3	0	3	0	6	5	168	0	0	173	0	0	0	0	0	317
04:15 PM	0	104	4	0	108	4	0	1	0	5	4	204	0	0	208	0	0	0	0	0	321
04:30 PM	0	106	4	0	110	4	0	1	0	5	3	198	0	0	201	0	0	0	0	0	316
04:45 PM	0	94	3	0	97	3	0	2	0	5	4	189	0	0	193	0	0	0	0	0	295
Total	0	436	17	0	453	14	0	7	0	21	16	759	0	0	775	0	0	0	0	0	1249
05:00 PM	0	108	8	0	116	3	0	2	0	5	3	208	0	0	211	0	0	0	0	0	332
05:15 PM	0	121	6	0	127	5	0	3	0	8	6	203	0	0	209	0	0	0	0	0	344
05:30 PM	0	122	3	0	125	7	0	3	1	11	0	193	0	0	193	0	0	0	0	0	329
05:45 PM	0	120	7	0	127	2	0	5	0	7	6	192	0	0	198	0	0	0	0	0	332
Total	0	471	24	0	495	17	0	13	1	31	15	796	0	0	811	0	0	0	0	0	1337
06:00 PM	0	103	2	0	105	6	0	2	0	8	6	160	0	0	166	0	0	0	0	0	279
06:15 PM	0	88	6	0	94	4	0	1	0	5	4	146	0	0	150	0	0	0	0	0	249
Grand Total	0	1792	79	0	1871	57	0	45	1	103	73	2789	0	0	2862	0	0	0	0	0	4836
Apprch %	0	95.8	4.2	0		55.3	0	43.7	1		2.6	97.4	0	0		0	0	0	0		
Total %	0	37.1	1.6	0	38.7	1.2	0	0.9	0	2.1	1.5	57.7	0	0	59.2	0	0	0	0	0	
Lights	0	1746	75	0	1821	55	0	44	0	99	70	2725	0	0	2795	0	0	0	0	0	4715
% Lights	0	97.4	94.9	0	97.3	96.5	0	97.8	0	96.1	95.9	97.7	0	0	97.7	0	0	0	0	0	97.5
Buses	0	10	4	0	14	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	30
% Buses	0	0.6	5.1	0	0.7	0	0	0	0	0	1.4	0.5	0	0	0.6	0	0	0	0	0	0.6
Trucks	0	36	0	0	36	2	0	1	0	3	2	49	0	0	51	0	0	0	0	0	90
% Trucks	0	2	0	0	1.9	3.5	0	2.2	0	2.9	2.7	1.8	0	0	1.8	0	0	0	0	0	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_FRIDAY_344060_09-09-2016
Site Code :
Start Date : 9/9/2016

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	108	8	0	116	3	0	2	0	5	3	208	0	0	211	0	0	0	0	0	332
05:15 PM	0	121	6	0	127	5	0	3	0	8	6	203	0	0	209	0	0	0	0	0	344
05:30 PM	0	122	3	0	125	7	0	3	1	11	0	193	0	0	193	0	0	0	0	0	329
05:45 PM	0	120	7	0	127	2	0	5	0	7	6	192	0	0	198	0	0	0	0	0	332
Total Volume	0	471	24	0	495	17	0	13	1	31	15	796	0	0	811	0	0	0	0	0	1337
% App. Total	0	95.2	4.8	0		54.8	0	41.9	3.2		1.8	98.2	0	0		0	0	0	0		
PHF	.000	.965	.750	.000	.974	.607	.000	.650	.250	.705	.625	.957	.000	.000	.961	.000	.000	.000	.000	.000	.972
Lights	0	463	24	0	487	17	0	13	0	30	14	787	0	0	801	0	0	0	0	0	1318
% Lights	0	98.3	100	0	98.4	100	0	100	0	96.8	93.3	98.9	0	0	98.8	0	0	0	0	0	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	16
% Trucks	0	1.7	0	0	1.6	0	0	0	0	0	6.7	0.9	0	0	1.0	0	0	0	0	0	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	3.2	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_SATURDAY_344064_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - B.cycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	118	2	0	120	3	0	2	1	6	2	95	0	0	97	0	0	0	0	0	223
11:15 AM	0	135	3	0	138	2	0	4	0	6	3	113	0	0	116	0	0	0	0	0	260
11:30 AM	0	147	1	0	148	2	0	4	0	6	2	117	0	0	119	0	0	0	0	0	273
11:45 AM	0	126	3	0	129	4	0	0	0	4	7	140	0	0	147	0	0	0	0	0	280
Total	0	526	9	0	535	11	0	10	1	22	14	465	0	0	479	0	0	0	0	0	1036
12:00 PM	0	130	6	0	136	5	0	2	0	7	1	127	0	0	128	0	0	0	0	0	271
12:15 PM	0	130	0	0	130	2	0	3	0	5	4	112	0	0	116	0	0	0	0	0	251
12:30 PM	0	135	2	0	137	5	0	2	0	7	4	112	0	0	116	0	0	0	0	0	260
12:45 PM	0	135	2	0	137	7	0	2	0	9	2	117	0	0	119	0	0	0	0	0	265
Total	0	530	10	0	540	19	0	9	0	28	11	468	0	0	479	0	0	0	0	0	1047
01:00 PM	0	127	0	0	127	3	0	3	0	6	2	125	0	0	127	0	0	0	0	0	260
01:15 PM	0	133	6	0	139	5	0	2	0	7	3	142	0	0	145	0	0	0	0	0	291
01:30 PM	0	135	9	0	144	4	0	1	0	5	3	120	0	0	123	0	0	0	0	0	272
01:45 PM	0	113	5	0	118	3	0	7	0	10	4	125	0	0	129	0	0	0	0	0	257
Total	0	508	20	0	528	15	0	13	0	28	12	512	0	0	524	0	0	0	0	0	1080
02:00 PM	0	113	1	0	114	3	0	8	0	11	3	118	0	0	121	0	0	0	0	0	246
02:15 PM	0	115	2	0	117	4	0	2	0	6	2	136	0	0	138	0	0	0	0	0	261
02:30 PM	0	115	1	0	116	1	0	3	0	4	6	131	0	0	137	0	0	0	0	0	257
02:45 PM	0	103	4	0	107	3	0	3	0	6	3	110	0	0	113	0	0	0	0	0	226
Total	0	446	8	0	454	11	0	16	0	27	14	495	0	0	509	0	0	0	0	0	990
Grand Total	0	2010	47	0	2057	56	0	48	1	105	51	1940	0	0	1991	0	0	0	0	0	4153
Apprch %	0	97.7	2.3	0		53.3	0	45.7	1		2.6	97.4	0	0		0	0	0	0		
Total %	0	48.4	1.1	0	49.5	1.3	0	1.2	0	2.5	1.2	46.7	0	0	47.9	0	0	0	0	0	
Lights	0	1992	47	0	2039	56	0	48	0	104	51	1912	0	0	1963	0	0	0	0	0	4106
% Lights	0	99.1	100	0	99.1	100	0	100	0	99	100	98.6	0	0	98.6	0	0	0	0	0	98.9
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	15	0	0	15	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	39
% Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0.9
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_SATURDAY_344064_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	135	2	0	137	7	0	2	0	9	2	117	0	0	119	0	0	0	0	0	265
01:00 PM	0	127	0	0	127	3	0	3	0	6	2	125	0	0	127	0	0	0	0	0	260
01:15 PM	0	133	6	0	139	5	0	2	0	7	3	142	0	0	145	0	0	0	0	0	291
01:30 PM	0	135	9	0	144	4	0	1	0	5	3	120	0	0	123	0	0	0	0	0	272
Total Volume	0	530	17	0	547	19	0	8	0	27	10	504	0	0	514	0	0	0	0	0	1088
% App. Total	0	96.9	3.1	0		70.4	0	29.6	0		1.9	98.1	0	0		0	0	0	0		
PHF	.000	.981	.472	.000	.950	.679	.000	.667	.000	.750	.833	.887	.000	.000	.886	.000	.000	.000	.000	.000	.935
Lights	0	522	17	0	539	19	0	8	0	27	10	496	0	0	506	0	0	0	0	0	1072
% Lights	0	98.5	100	0	98.5	100	0	100	0	100	100	98.4	0	0	98.4	0	0	0	0	0	98.5
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% Trucks	0	1.1	0	0	1.1	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1.1
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bicycles on Road	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_SUNDAY_344065_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	107	4	0	111	1	0	3	0	4	0	77	0	0	77	0	0	0	0	0	192
11:15 AM	0	121	3	0	124	4	0	0	0	4	1	83	0	0	84	0	0	0	0	0	212
11:30 AM	0	133	8	0	141	5	0	5	0	10	2	105	0	0	107	0	0	0	0	0	258
11:45 AM	0	145	2	0	147	4	0	3	0	7	2	122	0	0	124	0	0	0	0	0	278
Total	0	506	17	0	523	14	0	11	0	25	5	387	0	0	392	0	0	0	0	0	940
12:00 PM	0	165	5	0	170	6	0	2	0	8	0	105	0	0	105	0	0	0	0	0	283
12:15 PM	0	123	2	0	125	6	0	6	0	12	2	133	0	0	135	0	0	0	0	0	272
12:30 PM	0	133	5	0	138	0	0	2	0	2	5	110	0	0	115	0	0	0	0	0	255
12:45 PM	0	103	3	0	106	3	0	4	0	7	3	111	0	0	114	0	0	0	0	0	227
Total	0	524	15	0	539	15	0	14	0	29	10	459	0	0	469	0	0	0	0	0	1037
01:00 PM	0	134	1	0	135	2	0	3	0	5	3	106	0	0	109	0	0	0	0	0	249
01:15 PM	0	145	2	0	147	5	0	3	0	8	4	121	0	0	125	0	0	0	0	0	280
01:30 PM	0	118	5	0	123	2	0	6	0	8	4	108	0	0	112	0	0	0	0	0	243
01:45 PM	0	130	3	0	133	1	0	2	0	3	3	109	0	0	112	0	0	0	0	0	248
Total	0	527	11	0	538	10	0	14	0	24	14	444	0	0	458	0	0	0	0	0	1020
02:00 PM	0	90	3	0	93	5	0	2	0	7	2	106	0	0	108	0	0	0	0	0	208
02:15 PM	0	104	3	0	107	2	0	5	0	7	7	110	0	0	117	0	0	0	0	0	231
02:30 PM	0	112	4	0	116	4	0	2	0	6	3	97	0	0	100	0	0	0	0	0	222
02:45 PM	0	113	7	0	120	1	0	1	0	2	2	125	0	0	127	0	0	0	0	0	249
Total	0	419	17	0	436	12	0	10	0	22	14	438	0	0	452	0	0	0	0	0	910
Grand Total	0	1976	60	0	2036	51	0	49	0	100	43	1728	0	0	1771	0	0	0	0	0	3907
Apprch %	0	97.1	2.9	0		51	0	49	0		2.4	97.6	0	0		0	0	0	0		
Total %	0	50.6	1.5	0	52.1	1.3	0	1.3	0	2.6	1.1	44.2	0	0	45.3	0	0	0	0	0	
Lights	0	1965	60	0	2025	51	0	49	0	100	43	1714	0	0	1757	0	0	0	0	0	3882
% Lights	0	99.4	100	0	99.5	100	0	100	0	100	100	99.2	0	0	99.2	0	0	0	0	0	99.4
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
% Trucks	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.4
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Bicycles on Road	0	0.1	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 15-_NYS_ROUTE_208_AND_MANGIN_ROAD-_SUNDAY_344065_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	133	8	0	141	5	0	5	0	10	2	105	0	0	107	0	0	0	0	0	258
11:45 AM	0	145	2	0	147	4	0	3	0	7	2	122	0	0	124	0	0	0	0	0	278
12:00 PM	0	165	5	0	170	6	0	2	0	8	0	105	0	0	105	0	0	0	0	0	283
12:15 PM	0	123	2	0	125	6	0	6	0	12	2	133	0	0	135	0	0	0	0	0	272
Total Volume	0	566	17	0	583	21	0	16	0	37	6	465	0	0	471	0	0	0	0	0	1091
% App. Total	0	97.1	2.9	0		56.8	0	43.2	0		1.3	98.7	0	0		0	0	0	0		
PHF	.000	.858	.531	.000	.857	.875	.000	.667	.000	.771	.750	.874	.000	.000	.872	.000	.000	.000	.000	.000	.964
Lights	0	566	17	0	583	21	0	16	0	37	6	463	0	0	469	0	0	0	0	0	1089
% Lights	0	100	100	0	100	100	0	100	0	100	100	99.6	0	0	99.6	0	0	0	0	0	99.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#16

LOCATION: NYS ROUTE 208 & MERRIEWOLD LANE PROJECT: CLCVEWOOD

DATE OF COUNT: 06/16/16 DAY: Thursday JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM 06:45 AM	2	0	1	5	0	1	0	36	0	0	181	0	226	A	
06:45 AM 07:00 AM	2	0	3	9	0	1	0	56	1	0	199	1	272	A	
07:00 AM 07:15 AM	2	0	1	5	0	6	0	69	2	1	193	0	279	X	
07:15 AM 07:30 AM	2	0	0	10	0	3	0	69	1	2	190	0	277	X	1054
07:30 AM 07:45 AM	2	0	1	8	0	2	1	75	3	0	225	2	319	X	1147
07:45 AM 08:00 AM	2	0	0	4	0	3	0	68	3	0	230	1	311	X	1186
08:00 AM 08:15 AM	0	0	2	3	0	4	1	74	2	0	169	0	255	A	1162
08:15 AM 08:30 AM	2	0	1	4	0	7	0	83	1	2	178	0	278	A	1163
08:30 AM 08:45 AM	5	0	0	4	0	4	1	86	2	3	151	2	258	A	1102
08:45 AM 09:00 AM	3	0	1	12	0	0	0	74	2	2	189	1	284	A	1075
09:00 AM 09:15 AM	3	0	2	7	0	3	0	72	2	1	167	0	257	A	1077
09:15 AM 09:30 AM	2	0	1	6	0	2	1	65	2	1	177	1	258	A	1057
09:30 AM 09:45 AM													0	A	799
09:45 AM 10:00 AM													0	A	515
10:00 AM 10:15 AM													0	A	258
10:15 AM 10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	2	0	1	5	0	6	0	69	2	1	193	0	279
07:15 AM 07:30 AM	2	0	0	10	0	3	0	69	1	2	190	0	277
07:30 AM 07:45 AM	2	0	1	8	0	2	1	75	3	0	225	2	319
07:45 AM 08:00 AM	2	0	0	4	0	3	0	68	3	0	230	1	311
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM 08:00 AM	8	0	2	27	0	14	1	281	9	3	838	3	1186	0.93
PHF BY MOVEMENT	1.00	#DIV/0!	0.50	0.68	#DIV/0!	0.58	0.25	0.94	0.75	0.38	0.91	0.38		
PHF BY APPROACH	0.83			0.79			0.92			0.91				

3	838	3	^	6	14
12	11	10	<	5	0
<	v	>	v	4	27
8	1	^	<	^	>
0	2	>	7	8	9
2	3	v	1	281	9

#16

LOCATION: NYS ROUTE 208 & MERRIEWOLD LANE PROJECT: CLOVEWOOD

DATE OF COUNT: 06/15/16 DAY: Wednesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	2	0	2	6	0	4	3	155	6	4	116	1	299	A	
03:45 PM 04:00 PM	1	0	0	6	0	4	2	177	5	3	125	2	325	A	
04:00 PM 04:15 PM	3	0	0	6	0	2	0	201	2	3	123	4	344	A	
04:15 PM 04:30 PM	0	0	1	2	0	3	1	180	5	1	127	0	320	A	1288
04:30 PM 04:45 PM	0	1	2	6	0	3	1	201	8	2	116	1	341	A	1330
04:45 PM 05:00 PM	6	0	1	3	0	8	1	197	12	6	125	1	360	X	1365
05:00 PM 05:15 PM	7	0	2	6	0	4	0	207	10	9	118	6	369	X	1390
05:15 PM 05:30 PM	2	0	1	4	0	0	2	205	5	7	124	3	353	X	1423
05:30 PM 05:45 PM	5	1	0	6	0	5	2	229	8	9	130	5	400	X	1482
05:45 PM 06:00 PM	3	1	0	6	0	0	2	196	6	1	129	1	345	A	1467
06:00 PM 06:15 PM	2	0	1	7	0	4	0	164	6	5	99	1	289	A	1387
06:15 PM 06:30 PM	3	0	0	6	0	3	2	153	14	4	101	2	288	A	1322
06:30 PM 06:45 PM													0	A	922
06:45 PM 07:00 PM													0	A	577
07:00 PM 07:15 PM													0	A	288
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	6	0	1	3	0	8	1	197	12	6	125	1	360
05:00 PM 05:15 PM	7	0	2	6	0	4	0	207	10	9	118	6	369
05:15 PM 05:30 PM	2	0	1	4	0	0	2	205	5	7	124	3	353
05:30 PM 05:45 PM	5	1	0	6	0	5	2	229	8	9	130	5	400
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:45 PM 05:45 PM	20	1	4	19	0	17	5	838	35	31	497	15	1482	0.93
PHF BY MOVEMENT	0.71	0.25	0.50	0.79	#DIV/0!	0.53	0.63	0.91	0.73	0.86	0.96	0.63		
PHF BY APPROACH		0.69			0.82			0.92			0.94			

15	497	31	^	6	17
12	11	10	<	5	0
<	v	>	v	4	19
20	1	^	<	^	>
1	2	>	7	8	9
4	3	v	5	838	35

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_FRIDAY_344068_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	117	0	0	117	3	0	8	0	11	7	145	1	0	153	2	1	0	0	3	284
02:45 PM	0	122	5	0	127	1	2	3	0	6	8	134	1	0	143	1	0	2	0	3	279
Total	0	239	5	0	244	4	2	11	0	17	15	279	2	0	296	3	1	2	0	6	563
03:00 PM	1	104	5	0	110	3	0	5	0	8	5	130	3	0	138	0	0	0	0	0	256
03:15 PM	0	114	9	0	123	3	0	5	0	8	4	169	0	0	173	0	1	0	0	1	305
03:30 PM	0	126	5	0	131	4	1	5	0	10	6	157	2	0	165	0	1	3	0	4	310
03:45 PM	0	112	3	0	115	3	1	11	0	15	6	161	1	0	168	0	0	1	0	1	299
Total	1	456	22	0	479	13	2	26	0	41	21	617	6	0	644	0	2	4	0	6	1170
04:00 PM	0	115	1	0	116	2	0	9	0	11	9	169	1	0	179	0	0	2	0	2	308
04:15 PM	0	100	2	0	102	3	0	8	0	11	12	194	1	0	207	2	0	1	0	3	323
04:30 PM	0	101	7	0	108	2	0	8	0	10	8	183	1	0	192	0	1	1	0	2	312
04:45 PM	5	97	7	0	109	2	1	1	0	4	6	191	4	0	201	0	0	3	0	3	317
Total	5	413	17	0	435	9	1	26	0	36	35	737	7	0	779	2	1	7	0	10	1260
05:00 PM	2	115	4	0	121	5	1	5	0	11	10	199	0	0	209	3	1	4	0	8	349
05:15 PM	4	114	4	0	122	3	2	7	0	12	7	191	4	0	202	3	0	0	1	4	340
05:30 PM	2	118	2	0	122	4	0	6	0	10	8	205	2	0	215	1	0	4	0	5	352
05:45 PM	1	115	4	0	120	2	0	9	0	11	8	176	1	0	185	1	0	2	0	3	319
Total	9	462	14	0	485	14	3	27	0	44	33	771	7	0	811	8	1	10	1	20	1360
06:00 PM	5	95	3	0	103	3	0	8	0	11	9	163	2	0	174	2	0	1	0	3	291
06:15 PM	0	87	7	0	94	1	0	6	0	7	6	136	2	0	144	0	0	2	0	2	247
Grand Total	20	1752	68	0	1840	44	8	104	0	156	119	2703	26	0	2848	15	5	26	1	47	4891
Apprch %	1.1	95.2	3.7	0		28.2	5.1	66.7	0		4.2	94.9	0.9	0		31.9	10.6	55.3	2.1		
Total %	0.4	35.8	1.4	0	37.6	0.9	0.2	2.1	0	3.2	2.4	55.3	0.5	0	58.2	0.3	0.1	0.5	0	1	
Lights	17	1701	67	0	1785	41	4	103	0	148	119	2642	26	0	2787	15	2	25	0	42	4762
% Lights	85	97.1	98.5	0	97	93.2	50	99	0	94.9	100	97.7	100	0	97.9	100	40	96.2	0	89.4	97.4
Buses	1	14	1	0	16	3	0	0	0	3	0	15	0	0	15	0	0	1	0	1	35
% Buses	5	0.8	1.5	0	0.9	6.8	0	0	0	1.9	0	0.6	0	0	0.5	0	0	3.8	0	2.1	0.7
Trucks	1	37	0	0	38	0	0	1	0	1	0	45	0	0	45	0	0	0	0	0	84
% Trucks	5	2.1	0	0	2.1	0	0	1	0	0.6	0	1.7	0	0	1.6	0	0	0	0	0	1.7
Bicycles on Road	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	9
% Bicycles on Road	5	0	0	0	0.1	0	50	0	0	2.6	0	0	0	0	0	0	60	0	0	6.4	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.1	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_FRIDAY_344068_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	115	4	0	121	5	1	5	0	11	10	199	0	0	209	3	1	4	0	8	349
05:15 PM	4	114	4	0	122	3	2	7	0	12	7	191	4	0	202	3	0	0	1	4	340
05:30 PM	2	118	2	0	122	4	0	6	0	10	8	205	2	0	215	1	0	4	0	5	352
05:45 PM	1	115	4	0	120	2	0	9	0	11	8	176	1	0	185	1	0	2	0	3	319
Total Volume	9	462	14	0	485	14	3	27	0	44	33	771	7	0	811	8	1	10	1	20	1360
% App. Total	1.9	95.3	2.9	0		31.8	6.8	61.4	0		4.1	95.1	0.9	0		40	5	50	5		
PHF	.563	.979	.875	.000	.994	.700	.375	.750	.000	.917	.825	.940	.438	.000	.943	.667	.250	.625	.250	.625	.966
Lights	7	452	14	0	473	14	2	27	0	43	33	761	7	0	801	8	0	10	0	18	1335
% Lights	77.8	97.8	100	0	97.5	100	66.7	100	0	97.7	100	98.7	100	0	98.8	100	0	100	0	90.0	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.1
Trucks	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
% Trucks	11.1	2.2	0	0	2.3	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	1.3
Bicycles on Road	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
% Bicycles on Road	11.1	0	0	0	0.2	0	33.3	0	0	2.3	0	0.1	0	0	0.1	0	100	0	0	5.0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	5.0	0.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_SATURDAY_344069_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	108	0	0	108	1	0	3	1	5	4	95	1	0	100	1	0	1	0	2	215
11:15 AM	3	132	2	0	137	3	0	4	0	7	5	106	1	0	112	0	0	1	0	1	257
11:30 AM	3	146	3	0	152	5	0	5	0	10	7	116	0	0	123	0	0	1	0	1	286
11:45 AM	1	116	3	0	120	2	0	5	0	7	1	138	0	0	139	0	0	0	0	0	266
Total	7	502	8	0	517	11	0	17	1	29	17	455	2	0	474	1	0	3	0	4	1024
12:00 PM	2	120	1	0	123	1	2	6	0	9	1	132	0	0	133	1	0	2	0	3	268
12:15 PM	4	128	3	0	135	5	0	5	0	10	7	107	0	0	114	0	0	3	0	3	262
12:30 PM	1	131	5	0	137	3	0	4	0	7	7	108	1	0	116	1	0	0	0	1	261
12:45 PM	0	133	1	0	134	3	0	5	0	8	3	127	3	0	133	1	1	5	2	9	284
Total	7	512	10	0	529	12	2	20	0	34	18	474	4	0	496	3	1	10	2	16	1075
01:00 PM	1	122	0	0	123	1	2	4	0	7	4	126	2	0	132	2	0	2	0	4	266
01:15 PM	3	136	2	0	141	2	1	1	0	4	4	138	2	0	144	0	0	3	0	3	292
01:30 PM	0	143	2	0	145	3	0	2	0	5	6	114	2	0	122	1	0	1	0	2	274
01:45 PM	2	113	0	0	115	2	0	4	0	6	3	125	0	0	128	1	0	4	2	7	256
Total	6	514	4	0	524	8	3	11	0	22	17	503	6	0	526	4	0	10	2	16	1088
02:00 PM	2	115	5	0	122	4	0	1	0	5	9	112	0	0	121	0	0	3	0	3	251
02:15 PM	3	111	3	0	117	2	0	6	0	8	8	134	0	0	142	0	0	0	0	0	267
02:30 PM	1	110	5	0	116	2	0	2	0	4	4	124	0	0	128	2	0	0	0	2	250
02:45 PM	1	108	2	0	111	1	0	4	0	5	5	110	1	0	116	2	0	2	0	4	236
Total	7	444	15	0	466	9	0	13	0	22	26	480	1	0	507	4	0	5	0	9	1004
Grand Total	27	1972	37	0	2036	40	5	61	1	107	78	1912	13	0	2003	12	1	28	4	45	4191
Apprch %	1.3	96.9	1.8	0		37.4	4.7	57	0.9		3.9	95.5	0.6	0		26.7	2.2	62.2	8.9		
Total %	0.6	47.1	0.9	0	48.6	1	0.1	1.5	0	2.6	1.9	45.6	0.3	0	47.8	0.3	0	0.7	0.1	1.1	
Lights	27	1953	37	0	2017	40	5	59	0	104	76	1883	13	0	1972	12	1	27	0	40	4133
% Lights	100	99	100	0	99.1	100	100	96.7	0	97.2	97.4	98.5	100	0	98.5	100	100	96.4	0	88.9	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	16	0	0	16	0	0	2	0	2	2	24	0	0	26	0	0	1	0	1	45
% Trucks	0	0.8	0	0	0.8	0	0	3.3	0	1.9	2.6	1.3	0	0	1.3	0	0	3.6	0	2.2	1.1
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Bicycles on Road	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	5
% Pedestrians	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0	0	0	100	8.9	0.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_SATURDAY_344069_09-10-2016
Site Code :
Start Date : 9/10/2016
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	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	133	1	0	134	3	0	5	0	8	3	127	3	0	133	1	1	5	2	9	284
01:00 PM	1	122	0	0	123	1	2	4	0	7	4	126	2	0	132	2	0	2	0	4	266
01:15 PM	3	136	2	0	141	2	1	1	0	4	4	138	2	0	144	0	0	3	0	3	292
01:30 PM	0	143	2	0	145	3	0	2	0	5	6	114	2	0	122	1	0	1	0	2	274
Total Volume	4	534	5	0	543	9	3	12	0	24	17	505	9	0	531	4	1	11	2	18	1116
% App. Total	0.7	98.3	0.9	0		37.5	12.5	50	0		3.2	95.1	1.7	0		22.2	5.6	61.1	11.1		
PHF	.333	.934	.625	.000	.936	.750	.375	.600	.000	.750	.708	.915	.750	.000	.922	.500	.250	.550	.250	.500	.955
Lights	4	524	5	0	533	9	3	11	0	23	17	497	9	0	523	4	1	10	0	15	1094
% Lights	100	98.1	100	0	98.2	100	100	91.7	0	95.8	100	98.4	100	0	98.5	100	100	90.9	0	83.3	98.0
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	8	0	0	8	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	16
% Trucks	0	1.5	0	0	1.5	0	0	8.3	0	4.2	0	1.2	0	0	1.1	0	0	9.1	0	5.6	1.4
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bicycles on Road	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	11.1	0.2

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_SUNDAY_344070_09-11-2016
Site Code :
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Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	2	113	1	0	116	4	0	4	0	8	4	72	2	0	78	1	0	0	0	1	203
11:15 AM	0	115	2	0	117	2	0	0	0	2	2	81	1	0	84	2	0	0	0	2	205
11:30 AM	0	136	4	0	140	1	0	4	0	5	4	106	1	0	111	0	0	1	0	1	257
11:45 AM	3	132	5	0	140	6	0	14	0	20	6	121	0	0	127	0	0	0	0	0	287
Total	5	496	12	0	513	13	0	22	0	35	16	380	4	0	400	3	0	1	0	4	952
12:00 PM	3	162	4	0	169	3	0	11	0	14	9	117	0	0	126	1	0	1	0	2	311
12:15 PM	1	119	5	0	125	2	0	3	0	5	4	116	2	0	122	0	3	2	0	5	257
12:30 PM	1	133	5	0	139	4	0	7	0	11	7	100	1	0	108	0	0	2	0	2	260
12:45 PM	1	103	2	0	106	0	0	3	0	3	7	108	1	0	116	1	1	0	0	2	227
Total	6	517	16	0	539	9	0	24	0	33	27	441	4	0	472	2	4	5	0	11	1055
01:00 PM	0	128	4	0	132	3	0	10	0	13	9	102	0	0	111	1	0	3	0	4	260
01:15 PM	0	146	4	0	150	4	0	3	0	7	7	116	2	0	125	2	1	0	0	3	285
01:30 PM	3	114	4	0	121	2	1	4	0	7	8	101	0	0	109	0	0	2	0	2	239
01:45 PM	3	127	0	0	130	3	0	3	0	6	7	106	1	0	114	0	0	3	0	3	253
Total	6	515	12	0	533	12	1	20	0	33	31	425	3	0	459	3	1	8	0	12	1037
02:00 PM	2	91	1	0	94	0	0	7	0	7	5	101	0	0	106	1	0	0	0	1	208
02:15 PM	0	102	2	0	104	2	1	2	0	5	3	113	0	0	116	1	2	1	0	4	229
02:30 PM	1	114	5	0	120	1	0	3	0	4	5	101	0	0	106	1	0	0	0	1	231
02:45 PM	4	114	2	0	120	4	0	6	0	10	5	114	1	0	120	1	0	0	0	1	251
Total	7	421	10	0	438	7	1	18	0	26	18	429	1	0	448	4	2	1	0	7	919
Grand Total	24	1949	50	0	2023	41	2	84	0	127	92	1675	12	0	1779	12	7	15	0	34	3963
Apprch %	1.2	96.3	2.5	0		32.3	1.6	66.1	0		5.2	94.2	0.7	0		35.3	20.6	44.1	0		
Total %	0.6	49.2	1.3	0	51	1	0.1	2.1	0	3.2	2.3	42.3	0.3	0	44.9	0.3	0.2	0.4	0	0.9	
Lights	22	1934	50	0	2006	41	2	84	0	127	91	1661	12	0	1764	12	7	15	0	34	3931
% Lights	91.7	99.2	100	0	99.2	100	100	100	0	100	98.9	99.2	100	0	99.2	100	100	100	0	100	99.2
Buses	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	1.1	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	1	11	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
% Trucks	4.2	0.6	0	0	0.6	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5
Bicycles on Road	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Bicycles on Road	4.2	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 16-_NYS_ROUTE_208_AND_MERRIEWOLD_LANE-_SUNDAY_344070_09-11-2016
Site Code :
Start Date : 9/11/2016
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	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	3	132	5	0	140	6	0	14	0	20	6	121	0	0	127	0	0	0	0	0	287
12:00 PM	3	162	4	0	169	3	0	11	0	14	9	117	0	0	126	1	0	1	0	2	311
12:15 PM	1	119	5	0	125	2	0	3	0	5	4	116	2	0	122	0	3	2	0	5	257
12:30 PM	1	133	5	0	139	4	0	7	0	11	7	100	1	0	108	0	0	2	0	2	260
Total Volume	8	546	19	0	573	15	0	35	0	50	26	454	3	0	483	1	3	5	0	9	1115
% App. Total	1.4	95.3	3.3	0		30	0	70	0		5.4	94	0.6	0		11.1	33.3	55.6	0		
PHF	.667	.843	.950	.000	.848	.625	.000	.625	.000	.625	.722	.938	.375	.000	.951	.250	.250	.625	.000	.450	.896
Lights	7	545	19	0	571	15	0	35	0	50	26	451	3	0	480	1	3	5	0	9	1110
% Lights	87.5	99.8	100	0	99.7	100	0	100	0	100	100	99.3	100	0	99.4	100	100	100	0	100	99.6
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Road	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	12.5	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-_NYS_ROUTE_208_AND_SHANNON_LANE-_FRIDAY_344110_09-09-2016
Site Code :
Start Date : 9/9/2016
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Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	115	0	0	115	0	0	1	0	1	1	150	0	0	151	0	0	0	0	0	267
02:45 PM	0	127	0	0	127	0	0	0	0	0	0	140	0	0	140	0	0	0	0	0	267
Total	0	242	0	0	242	0	0	1	0	1	1	290	0	0	291	0	0	0	0	0	534
03:00 PM	0	99	0	0	99	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	230
03:15 PM	0	141	0	0	141	0	0	0	0	0	0	167	0	0	167	0	0	0	0	0	308
03:30 PM	0	120	1	0	121	0	0	0	0	0	0	171	0	0	171	0	0	0	0	0	292
03:45 PM	0	115	0	0	115	1	0	0	0	1	1	160	0	0	161	0	0	0	0	0	277
Total	0	475	1	0	476	1	0	0	0	1	1	629	0	0	630	0	0	0	0	0	1107
04:00 PM	0	127	0	0	127	0	0	1	0	1	0	159	0	0	159	0	0	0	0	0	287
04:15 PM	0	110	0	0	110	0	0	0	0	0	0	208	0	0	208	0	0	0	0	0	318
04:30 PM	0	111	0	0	111	0	0	0	0	0	0	183	0	0	183	0	0	0	0	0	294
04:45 PM	0	108	0	0	108	0	0	0	0	0	0	191	0	0	191	0	0	0	0	0	299
Total	0	456	0	0	456	0	0	1	0	1	0	741	0	0	741	0	0	0	0	0	1198
05:00 PM	0	113	0	0	113	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	327
05:15 PM	0	125	0	0	125	0	0	0	0	0	0	192	0	0	192	0	0	0	0	0	317
05:30 PM	0	124	0	0	124	0	0	0	1	1	0	199	0	0	199	0	0	0	0	0	324
05:45 PM	0	124	0	0	124	0	0	0	0	0	0	189	0	0	189	0	0	0	0	0	313
Total	0	486	0	0	486	0	0	0	1	1	0	794	0	0	794	0	0	0	0	0	1281
06:00 PM	0	99	0	0	99	0	0	0	0	0	0	166	0	0	166	0	0	0	0	0	265
06:15 PM	0	94	0	0	94	0	0	0	0	0	0	144	0	0	144	0	0	0	0	0	238
Grand Total	0	1852	1	0	1853	1	0	2	1	4	2	2764	0	0	2766	0	0	0	0	0	4623
Apprch %	0	99.9	0.1	0		25	0	50	25		0.1	99.9	0	0		0	0	0	0		
Total %	0	40.1	0	0	40.1	0	0	0	0	0.1	0	59.8	0	0	59.8	0	0	0	0	0	
Lights	0	1792	1	0	1793	1	0	2	0	3	2	2689	0	0	2691	0	0	0	0	0	4487
% Lights	0	96.8	100	0	96.8	100	0	100	0	75	100	97.3	0	0	97.3	0	0	0	0	0	97.1
Buses	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	35
% Buses	0	0.9	0	0	0.9	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.8
Trucks	0	43	0	0	43	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	100
% Trucks	0	2.3	0	0	2.3	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	25	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-_NYS_ROUTE_208_AND_SHANNON_LANE-_FRIDAY_344110_09-09-2016
Site Code :
Start Date : 9/9/2016
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	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	113	0	0	113	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	327
05:15 PM	0	125	0	0	125	0	0	0	0	0	0	192	0	0	192	0	0	0	0	0	317
05:30 PM	0	124	0	0	124	0	0	0	1	1	0	199	0	0	199	0	0	0	0	0	324
05:45 PM	0	124	0	0	124	0	0	0	0	0	0	189	0	0	189	0	0	0	0	0	313
Total Volume	0	486	0	0	486	0	0	0	1	1	0	794	0	0	794	0	0	0	0	0	1281
% App. Total	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.972	.000	.000	.972	.000	.000	.000	.250	.250	.000	.928	.000	.000	.928	.000	.000	.000	.000	.000	.979
Lights	0	474	0	0	474	0	0	0	0	0	0	780	0	0	780	0	0	0	0	0	1254
% Lights	0	97.5	0	0	97.5	0	0	0	0	0	0	98.2	0	0	98.2	0	0	0	0	0	97.9
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
% Trucks	0	2.5	0	0	2.5	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	2.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-NYS_ROUTE_208_AND_SHANNON_LANE-SATURDAY_344113_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	117	0	0	117	0	0	0	1	1	0	95	0	0	95	0	0	0	0	0	213
11:15 AM	0	134	0	0	134	0	0	1	0	1	0	108	0	0	108	0	0	0	0	0	243
11:30 AM	0	150	0	0	150	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	274
11:45 AM	0	128	0	0	128	1	0	0	0	1	1	143	0	0	144	0	0	0	0	0	273
Total	0	529	0	0	529	1	0	1	1	3	1	470	0	0	471	0	0	0	0	0	1003
12:00 PM	0	132	0	0	132	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	266
12:15 PM	0	131	0	0	131	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	244
12:30 PM	0	137	0	0	137	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	252
12:45 PM	0	134	0	0	134	0	0	0	0	0	0	127	0	0	127	0	0	0	0	0	261
Total	0	534	0	0	534	0	0	0	0	0	0	489	0	0	489	0	0	0	0	0	1023
01:00 PM	0	123	0	0	123	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	248
01:15 PM	0	142	0	0	142	0	0	0	0	0	0	141	0	0	141	0	0	0	0	0	283
01:30 PM	0	142	0	0	142	0	0	0	0	0	0	123	0	0	123	0	0	0	0	0	265
01:45 PM	0	115	0	0	115	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	243
Total	0	522	0	0	522	0	0	0	0	0	0	517	0	0	517	0	0	0	0	0	1039
02:00 PM	0	118	0	0	118	0	0	0	0	0	0	123	0	0	123	0	0	0	0	0	241
02:15 PM	0	118	0	0	118	0	0	0	0	0	0	130	0	0	130	0	0	0	0	0	248
02:30 PM	0	117	0	0	117	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	245
02:45 PM	0	109	0	0	109	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	223
Total	0	462	0	0	462	0	0	0	0	0	0	495	0	0	495	0	0	0	0	0	957
Grand Total	0	2047	0	0	2047	1	0	1	1	3	1	1971	0	0	1972	0	0	0	0	0	4022
Apprch %	0	100	0	0		33.3	0	33.3	33.3		0.1	99.9	0	0		0	0	0	0		
Total %	0	50.9	0	0	50.9	0	0	0	0	0.1	0	49	0	0	49	0	0	0	0	0	
Lights	0	2029	0	0	2029	1	0	1	0	2	1	1940	0	0	1941	0	0	0	0	0	3972
% Lights	0	99.1	0	0	99.1	100	0	100	0	66.7	100	98.4	0	0	98.4	0	0	0	0	0	98.8
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	14	0	0	14	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	40
% Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	1
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	33.3	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-NYS_ROUTE_208_AND_SHANNON_LANE-SATURDAY_344113_09-10-2016
Site Code :
Start Date : 9/10/2016

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	150	0	0	150	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	274
11:45 AM	0	128	0	0	128	1	0	0	0	1	1	143	0	0	144	0	0	0	0	0	273
12:00 PM	0	132	0	0	132	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	266
12:15 PM	0	131	0	0	131	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	244
Total Volume	0	541	0	0	541	1	0	0	0	1	1	514	0	0	515	0	0	0	0	0	1057
% App. Total	0	100	0	0		100	0	0	0		0.2	99.8	0	0		0	0	0	0		
PHF	.000	.902	.000	.000	.902	.250	.000	.000	.000	.250	.250	.899	.000	.000	.894	.000	.000	.000	.000	.000	.964
Lights	0	537	0	0	537	1	0	0	0	1	1	506	0	0	507	0	0	0	0	0	1045
% Lights	0	99.3	0	0	99.3	100	0	0	0	100	100	98.4	0	0	98.4	0	0	0	0	0	98.9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
% Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-_NYS_ROUTE_208_AND_SHANNON_LANE-SUNDAY_344117_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	106	0	0	106	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	177
11:15 AM	0	124	0	0	124	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	214
11:30 AM	0	138	0	0	138	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	242
11:45 AM	0	147	0	0	147	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	278
Total	0	515	0	0	515	0	0	0	0	0	0	396	0	0	396	0	0	0	0	0	911
12:00 PM	0	161	0	0	161	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	266
12:15 PM	0	127	0	0	127	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	255
12:30 PM	0	140	0	0	140	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	258
12:45 PM	0	106	0	0	106	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	209
Total	0	534	0	0	534	0	0	0	0	0	0	454	0	0	454	0	0	0	0	0	988
01:00 PM	0	130	0	0	130	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	235
01:15 PM	0	149	0	0	149	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	270
01:30 PM	0	125	0	0	125	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	228
01:45 PM	0	131	0	0	131	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	242
Total	0	535	0	0	535	0	0	0	0	0	0	440	0	0	440	0	0	0	0	0	975
02:00 PM	0	91	0	0	91	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	199
02:15 PM	0	105	0	0	105	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	220
02:30 PM	0	119	0	0	119	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	214
02:45 PM	0	119	0	0	119	0	0	0	0	0	0	123	0	0	123	0	0	0	0	0	242
Total	0	434	0	0	434	0	0	0	0	0	0	441	0	0	441	0	0	0	0	0	875
Grand Total	0	2018	0	0	2018	0	0	0	0	0	0	1731	0	0	1731	0	0	0	0	0	3749
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	53.8	0	0	53.8	0	0	0	0	0	0	46.2	0	0	46.2	0	0	0	0	0	
Lights	0	2000	0	0	2000	0	0	0	0	0	0	1717	0	0	1717	0	0	0	0	0	3717
% Lights	0	99.1	0	0	99.1	0	0	0	0	0	0	99.2	0	0	99.2	0	0	0	0	0	99.1
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
% Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.6
Bicycles on Road	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Bicycles on Road	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 17-_NYS_ROUTE_208_AND_SHANNON_LANE-SUNDAY_344117_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	147	0	0	147	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	278
12:00 PM	0	161	0	0	161	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	266
12:15 PM	0	127	0	0	127	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	255
12:30 PM	0	140	0	0	140	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	258
Total Volume	0	575	0	0	575	0	0	0	0	0	0	482	0	0	482	0	0	0	0	0	1057
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.000	.920	.000	.000	.920	.000	.000	.000	.000	.000	.951
Lights	0	572	0	0	572	0	0	0	0	0	0	479	0	0	479	0	0	0	0	0	1051
% Lights	0	99.5	0	0	99.5	0	0	0	0	0	0	99.4	0	0	99.4	0	0	0	0	0	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#18

LOCATION: RTE 208 & SUNOCO/BLOOMING GROVE PLAZA PROJECT: CLOVEWOOD

DATE OF COUNT: 06/21/16 DAY: TUESDAY JCE JOB #: 13001417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM	06:45 AM	1	0	1	2	0	0	3	30	0	1	142	17	197	A	
06:45 AM	07:00 AM	2	0	1	0	0	1	1	42	0	1	151	18	217	A	
07:00 AM	07:15 AM	1	0	0	0	0	1	1	71	2	2	157	11	246	A	
07:15 AM	07:30 AM	3	0	2	0	1	1	5	81	1	2	160	19	275	A	935
07:30 AM	07:45 AM	4	0	0	0	1	0	8	88	0	0	151	16	268	A	1006
07:45 AM	08:00 AM	4	0	3	1	1	0	8	74	3	0	172	22	288	X	1077
08:00 AM	08:15 AM	1	1	0	0	0	1	5	81	2	0	150	14	255	X	1086
08:15 AM	08:30 AM	1	1	3	0	0	0	12	110	6	2	147	25	307	X	1118
08:30 AM	08:45 AM	2	0	6	1	0	1	11	83	5	3	173	22	307	X	1157
08:45 AM	09:00 AM	3	0	0	2	0	2	7	73	10	4	121	13	235	A	1104
09:00 AM	09:15 AM	3	0	3	5	1	1	4	47	2	3	105	27	201	A	1050
09:15 AM	09:30 AM	1	0	1	2	1	3	3	72	3	5	92	11	194	A	937
09:30 AM	09:45 AM													0	A	630
09:45 AM	10:00 AM													0	A	395
10:00 AM	10:15 AM													0	A	194
10:15 AM	10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	4	0	3	1	1	0	8	74	3	0	172	22	288
08:00 AM	08:15 AM	1	1	0	0	0	1	5	81	2	0	150	14	255
08:15 AM	08:30 AM	1	1	3	0	0	0	12	110	6	2	147	25	307
08:30 AM	08:45 AM	2	0	6	1	0	1	11	83	5	3	173	22	307
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:45 AM	08:45 AM	8	2	12	2	1	2	36	348	16	5	642	83	1157	0.94
PHF BY MOVEMENT		0.50	0.50	0.50	0.50	0.25	0.50	0.75	0.79	0.67	0.42	0.93	0.83		
PHF BY APPROACH			0.69			0.63			0.78			0.92			

83	642	5	^	6	2
12	11	10	<	5	1
<	v	>	v	4	2
8	1	^	<	^	>
2	2	>	7	8	9
12	3	v	36	348	16

#18

LOCATION: SUNOCO SOUTH DRIVEWAY PROJECT: CLOVEWOOD

DATE OF COUNT: 06/21/16 DAY: TUESDAY JCE JOB #: 130C1417A START TIME: 06:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:30 AM 06:45 AM	0		15				0					0	15	A	
06:45 AM 07:00 AM	1		20				1					0	22	A	
07:00 AM 07:15 AM	3		10				0					0	13	A	
07:15 AM 07:30 AM	3		15				3					0	21	A	71
07:30 AM 07:45 AM	0		15				2					0	17	A	73
07:45 AM 08:00 AM	2		25				2					0	29	A	80
08:00 AM 08:15 AM	4		10				0					0	14	A	81
08:15 AM 08:30 AM	6		21				1					0	28	X	88
08:30 AM 08:45 AM	4		27				1					1	33	X	104
08:45 AM 09:00 AM	2		19				0					0	21	X	96
09:00 AM 09:15 AM	0		25				2					0	27	X	109
09:15 AM 09:30 AM	0		11				1					0	12	A	93
09:30 AM 09:45 AM													0	A	60
09:45 AM 10:00 AM													0	A	39
10:00 AM 10:15 AM													0	A	12
10:15 AM 10:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:30 AM 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM 08:30 AM	6	0	21	0	0	0	1	0	0	0	0	0	28
08:30 AM 08:45 AM	4	0	27	0	0	0	1	0	0	0	0	1	33
08:45 AM 09:00 AM	2	0	19	0	0	0	0	0	0	0	0	0	21
09:00 AM 09:15 AM	0	0	25	0	0	0	2	0	0	0	0	0	27
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:15 AM 09:15 AM	12	0	92	0	0	0	4	0	0	0	0	1	109	0.83
PHF BY MOVEMENT	0.50	#DIV/0!	0.85	#DIV/0!	#DIV/0!	#DIV/0!	0.50	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25		
PHF BY APPROACH	0.84			#DIV/0!			0.50			0.25				

1	0	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
12	1	^	<	^	>
0	2	>	7	8	9
92	3	v	4	0	0

LOCATION: RTE 208 & SUNOCO/BLOOMING GROVE PLAZA PROJECT: CLOVEWOOD

DATE OF COUNT: 01/06/00 DAY: WEDNESDAY JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	3	0	0	6	2	7	5	142	11	0	105	10	291	A	
03:45 PM 04:00 PM	5	0	0	3	1	4	6	168	13	4	93	5	302	A	
04:00 PM 04:15 PM	5	0	2	8	0	9	4	171	7	3	104	9	322	A	
04:15 PM 04:30 PM	2	1	0	4	1	7	5	187	15	1	114	9	346	X	1261
04:30 PM 04:45 PM	5	2	3	11	0	13	12	220	12	6	112	9	405	X	1375
04:45 PM 05:00 PM	4	0	1	7	0	2	2	172	8	1	103	5	305	X	1378
05:00 PM 05:15 PM	9	0	1	5	0	11	11	208	9	3	81	8	346	X	1402
05:15 PM 05:30 PM	8	0	1	2	1	7	4	194	4	1	91	8	321	A	1377
05:30 PM 05:45 PM	3	0	1	5	0	10	5	192	7	2	104	14	343	A	1315
05:45 PM 06:00 PM	8	0	0	5	0	2	6	183	9	2	105	9	329	A	1339
06:00 PM 06:15 PM	7	0	1	7	2	5	8	166	4	2	83	8	293	A	1286
06:15 PM 06:30 PM	4	0	2	7	0	7	3	153	9	2	77	9	273	A	1238
06:30 PM 06:45 PM													0	A	895
06:45 PM 07:00 PM													0	A	566
07:00 PM 07:15 PM													0	A	273
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	2	1	0	4	1	7	5	187	15	1	114	9	346
04:30 PM 04:45 PM	5	2	3	11	0	13	12	220	12	6	112	9	405
04:45 PM 05:00 PM	4	0	1	7	0	2	2	172	8	1	103	5	305
05:00 PM 05:15 PM	9	0	1	5	0	11	11	208	9	3	81	8	346
05:15 PM 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:15 PM 05:15 PM	20	3	5	27	1	33	30	787	44	11	410	31	1402	$0.87
PHF BY MOVEMENT	0.56	0.38	0.42	0.61	0.25	0.63	0.63	0.89	0.73	0.46	0.90	0.86		
PHF BY APPROACH		0.70			0.64			0.88			0.89			

31	**410**	**11**	^	6	**33**
12	11	10	<	5	**1**
<	v	>	v	4	**27**
20	1	^	<	^	>
3	2	>	7	8	9
5	3	v	**30**	**787**	**44**

#18

LOCATION: SUNOCO SOUTH DRIVEWAY PROJECT: CLOVEWOOD

DATE OF COUNT: 01/06/00 DAY: WEDNESDAY JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM	03:45 PM	3		8				2					1	14	A	
03:45 PM	04:00 PM	0		7				4					0	11	A	
04:00 PM	04:15 PM	1		8				1					0	10	A	
04:15 PM	04:30 PM	9		9				3					0	21	A	56
04:30 PM	04:45 PM	2		7				2					0	11	A	53
04:45 PM	05:00 PM	2		4				1					1	8	A	50
05:00 PM	05:15 PM	3		7				3					2	15	X	55
05:15 PM	05:30 PM	2		6				3					0	11	X	45
05:30 PM	05:45 PM	2		10				0					0	12	X	46
05:45 PM	06:00 PM	1		13				5					0	19	X	57
06:00 PM	06:15 PM	1		6				3					0	10	A	52
06:15 PM	06:30 PM	3		6				2					0	11	A	52
06:30 PM	06:45 PM													0	A	40
06:45 PM	07:00 PM													0	A	21
07:00 PM	07:15 PM													0	A	11
07:15 PM	07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	3	0	7	0	0	0	3	0	0	0	0	2	15
05:15 PM	05:30 PM	2	0	6	0	0	0	3	0	0	0	0	0	11
05:30 PM	05:45 PM	2	0	10	0	0	0	0	0	0	0	0	0	12
05:45 PM	06:00 PM	1	0	13	0	0	0	5	0	0	0	0	0	19
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

2	**0**	**0**	^	6	**0**
12	11	10	<	5	**0**
<	v	>	v	4	**0**
8	1	^	<	^	>
0	2	>	7	8	9
36	3	v	**11**	**0**	**0**

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**total**	**PHF**
05:00 PM	06:00 PM	8	0	36	0	0	0	11	0	0	0	0	2	57	0.75
PHF BY MOVEMENT		0.67	#DIV/0!	0.69	#DIV/0!	#DIV/0!	#DIV/0!	0.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25		
PHF BY APPROACH		0.79			#DIV/0!			0.55			0.25				

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-FRIDAY_344122_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	8	0	102	3	0	113	3	1	0	4	0	8	8	129	3	2	0	142	8	0	0	0	0	8	0	1	1	9	0	11	282
02:45 PM	7	0	109	1	0	117	2	2	0	9	0	13	7	131	10	0	0	148	8	0	5	0	0	13	0	0	0	6	2	8	299
Total	15	0	211	4	0	230	5	3	0	13	0	21	15	260	13	2	0	290	16	0	5	0	0	21	0	1	1	15	2	19	581
03:00 PM	13	0	93	2	0	108	8	1	0	7	0	16	11	114	4	0	0	129	7	0	3	0	0	10	0	1	0	9	0	10	273
03:15 PM	8	0	109	5	0	122	9	2	0	9	0	20	11	125	7	1	0	144	10	0	1	0	0	11	0	0	0	5	0	5	302
03:30 PM	6	0	122	4	0	132	6	1	0	2	0	9	4	170	7	3	0	184	7	0	3	0	0	10	0	1	0	7	0	8	343
03:45 PM	7	0	103	4	0	114	7	0	0	6	0	13	5	143	2	2	0	152	8	0	1	0	0	9	0	0	0	4	0	4	292
Total	34	0	427	15	0	476	30	4	0	24	0	58	31	552	20	6	0	609	32	0	8	0	0	40	0	2	0	25	0	27	1210
04:00 PM	5	0	105	4	0	114	7	2	0	5	0	14	9	150	4	2	0	165	6	0	1	0	0	7	0	0	0	9	0	9	309
04:15 PM	9	1	100	1	0	111	6	1	0	1	0	8	9	202	0	3	0	214	8	0	2	0	0	10	0	0	0	3	0	3	346
04:30 PM	11	0	98	3	0	112	3	0	0	1	0	4	5	165	5	1	0	176	9	0	4	0	0	13	0	0	0	3	0	3	308
04:45 PM	9	0	97	4	0	110	6	1	0	3	0	10	5	180	5	3	0	193	8	0	3	0	0	11	0	0	0	6	0	6	330
Total	34	1	400	12	0	447	22	4	0	10	0	36	28	697	14	9	0	748	31	0	10	0	0	41	0	0	0	21	0	21	1293
05:00 PM	8	0	102	4	0	114	9	0	0	7	0	16	5	194	4	1	0	204	8	0	3	0	0	11	0	2	1	8	0	11	356
05:15 PM	12	0	108	5	0	125	9	0	0	7	0	16	8	194	3	2	0	207	8	0	3	0	0	11	0	0	0	3	0	3	362
05:30 PM	12	0	105	3	0	120	7	0	0	5	0	12	6	186	7	6	0	205	11	0	9	0	0	20	0	0	0	6	0	6	363
05:45 PM	5	0	107	7	0	119	6	1	0	3	0	10	2	170	7	5	0	184	11	0	4	0	0	15	0	0	0	6	0	6	334
Total	37	0	422	19	0	478	31	1	0	22	0	54	21	744	21	14	0	800	38	0	19	0	0	57	0	2	1	23	0	26	1415
06:00 PM	9	0	89	4	0	102	9	1	0	5	0	15	5	150	4	4	0	163	8	0	2	0	0	10	0	0	0	8	0	8	298
06:15 PM	8	0	89	1	0	98	3	2	0	1	0	6	3	141	4	0	0	148	5	0	3	0	0	8	0	0	0	6	0	6	266
Grand Total	137	1	1638	55	0	1831	100	15	0	75	0	190	103	2544	76	35	0	2758	130	0	47	0	0	177	0	5	2	98	2	107	5063
Apprch %	7.5	0.1	89.5	3	0		52.6	7.9	0	39.5	0		3.7	92.2	2.8	1.3	0		73.4	0	26.6	0	0		0	4.7	1.9	91.6	1.9		
Total %	2.7	0	32.4	1.1	0	36.2	2	0.3	0	1.5	0	3.8	2	50.2	1.5	0.7	0	54.5	2.6	0	0.9	0	0	3.5	0	0.1	0	1.9	0	2.1	
Lights	136	1	1587	55	0	1779	100	15	0	75	0	190	103	2480	76	31	0	2690	128	0	46	0	0	174	0	4	2	95	0	101	4934
% Lights	99.3	100	96.9	100	0	97.2	100	100	0	100	0	100	100	97.5	100	88.6	0	97.5	98.5	0	97.9	0	0	98.3	0	80	100	96.9	0	94.4	97.5
Buses	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	24
% Buses	0	0	0.9	0	0	0.8	0	0	0	0	0	0	0	0.4	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Trucks	1	0	36	0	0	37	0	0	0	0	0	0	0	55	0	3	0	58	2	0	1	0	0	3	0	1	0	2	0	3	101
% Trucks	0.7	0	2.2	0	0	2	0	0	0	0	0	0	0	2.2	0	8.6	0	2.1	1.5	0	2.1	0	0	1.7	0	20	0	2	0	2.8	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0.9	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.9	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-FRIDAY_344122_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

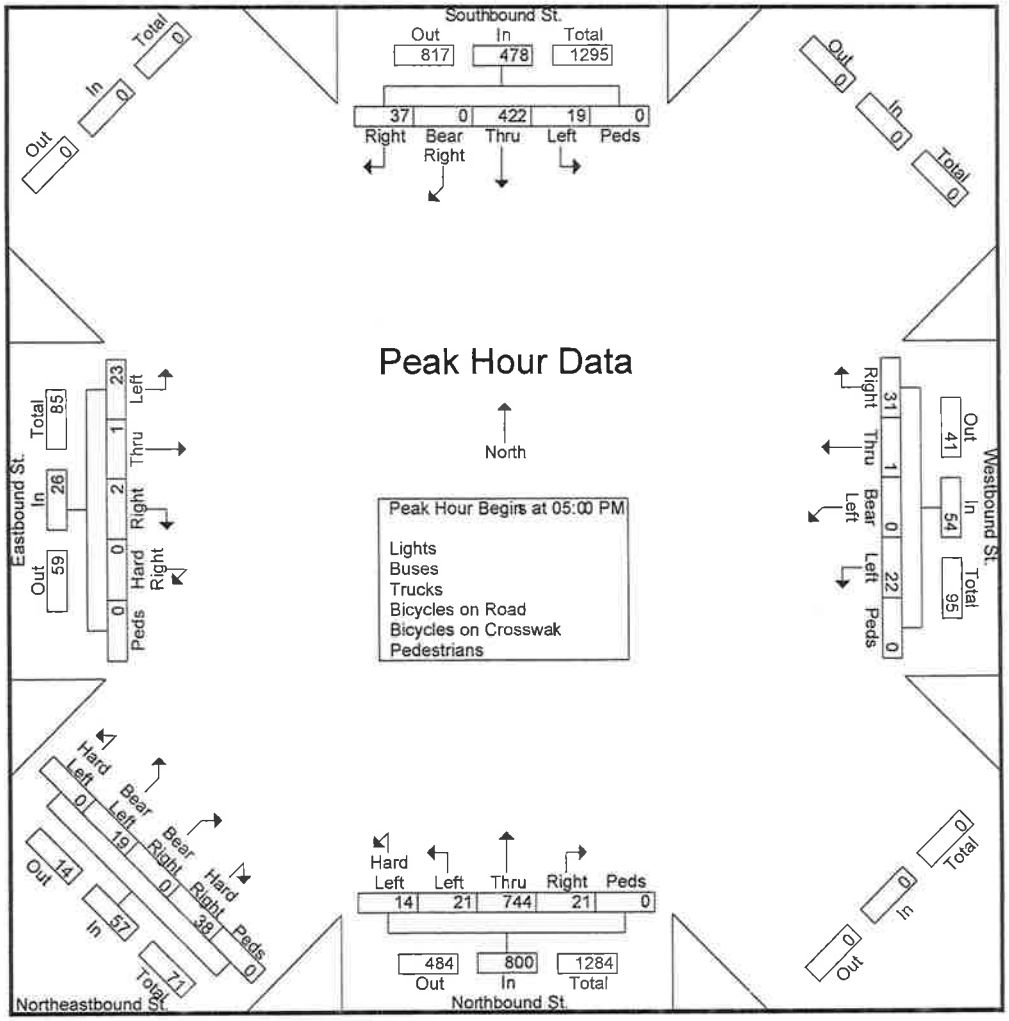
	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	8	0	102	4	0	114	9	0	0	7	0	16	5	194	4	1	0	204	8	0	3	0	0	11	0	2	1	8	0	11	356
05:15 PM	12	0	108	5	0	125	9	0	0	7	0	16	8	194	3	2	0	207	8	0	3	0	0	11	0	0	0	3	0	3	362
05:30 PM	12	0	105	3	0	120	7	0	0	5	0	12	6	186	7	6	0	205	11	0	9	0	0	20	0	0	0	6	0	6	363
05:45 PM	5	0	107	7	0	119	6	1	0	3	0	10	2	170	7	5	0	184	11	0	4	0	0	15	0	0	0	6	0	6	334
Total Volume	37	0	422	19	0	478	31	1	0	22	0	54	21	744	21	14	0	800	38	0	19	0	0	57	0	2	1	23	0	26	1415
% App. Total	7.7	0	88.3	4	0		57.4	1.9	0	40.7	0		2.6	93	2.6	1.8	0		66.7	0	33.3	0	0		0	7.7	3.8	88.5	0		
PHF	.771	.000	.977	.679	.000	.956	.861	.250	.000	.786	.000	.844	.656	.959	.750	.583	.000	.966	.864	.000	.528	.000	.000	.713	.000	.250	.250	.719	.000	.591	.975
Lights	37	0	411	19	0	467	31	1	0	22	0	54	21	737	21	12	0	791	38	0	19	0	0	57	0	2	1	23	0	26	1395
% Lights	100	0	97.4	100	0	97.7	100	100	0	100	0	100	100	99.1	100	85.7	0	98.9	100	0	100	0	0	100	0	100	100	100	0	100	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	11	0	0	11	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	17
% Trucks	0	0	2.6	0	0	2.3	0	0	0	0	0	0	0	0.7	0	7.1	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-FRIDAY_344122_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 3



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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SATURDAY_344125_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	17	0	97	4	0	118	3	0	0	6	1	10	6	85	3	1	0	95	12	0	0	0	0	12	0	2	0	0	0	2	237
11:15 AM	15	0	120	1	0	136	1	3	0	1	0	5	2	101	5	0	0	108	11	0	4	0	0	15	0	2	1	3	0	6	270
11:30 AM	12	0	133	5	0	150	5	0	0	3	0	8	6	110	3	1	0	120	20	0	2	0	0	22	0	2	0	5	0	7	307
11:45 AM	9	0	114	3	0	126	7	0	0	3	0	10	5	127	7	2	0	141	8	0	3	0	0	11	0	0	0	4	0	4	292
Total	53	0	464	13	0	530	16	3	0	13	1	33	19	423	18	4	0	464	51	0	9	0	0	60	0	6	1	12	0	19	1106
12:00 PM	20	0	108	3	0	131	4	2	0	6	0	12	2	124	4	0	0	130	10	0	2	0	0	12	0	0	0	7	0	7	292
12:15 PM	15	0	113	2	0	130	0	0	0	4	0	4	2	113	3	0	0	118	16	0	4	0	0	20	0	0	1	6	0	7	279
12:30 PM	11	0	115	1	0	127	9	0	0	7	0	16	9	98	4	0	0	111	14	0	3	0	0	17	0	0	0	4	0	4	275
12:45 PM	13	0	119	1	0	133	7	1	0	6	0	14	3	115	7	3	0	128	7	0	0	0	0	7	0	1	1	8	0	10	292
Total	59	0	455	7	0	521	20	3	0	23	0	46	16	450	18	3	0	487	47	0	9	0	0	56	0	1	2	25	0	28	1138
01:00 PM	10	0	108	4	0	122	2	1	0	2	0	5	2	114	3	1	0	120	16	0	3	0	0	19	0	0	0	2	0	2	268
01:15 PM	14	0	129	4	0	147	5	0	0	1	0	6	4	132	5	6	0	147	8	0	5	0	0	13	0	0	0	3	0	3	316
01:30 PM	10	0	123	1	0	134	4	2	0	4	0	10	1	113	3	1	0	118	13	0	4	0	0	17	0	4	0	5	0	9	288
01:45 PM	15	0	102	5	0	122	4	2	0	2	0	8	5	116	4	2	0	127	13	0	1	0	0	14	0	0	0	6	0	6	277
Total	49	0	462	14	0	525	15	5	0	9	0	29	12	475	15	10	0	512	50	0	13	0	0	63	0	4	0	16	0	20	1149
02:00 PM	13	1	106	4	0	124	2	1	0	2	0	5	2	109	1	2	0	114	13	0	0	0	0	13	0	0	0	6	0	6	262
02:15 PM	11	0	95	4	0	110	5	1	0	6	0	12	4	106	5	1	0	116	16	0	3	0	0	19	0	0	1	2	0	3	260
02:30 PM	11	0	96	5	0	112	3	1	0	2	0	6	3	128	7	3	0	141	17	0	0	0	0	17	0	0	0	6	0	6	282
02:45 PM	13	1	95	1	0	110	2	0	0	2	0	4	1	107	5	2	0	115	9	0	3	0	0	12	0	0	0	7	0	7	248
Total	48	2	392	14	0	456	12	3	0	12	0	27	10	450	18	8	0	486	55	0	6	0	0	61	0	0	1	21	0	22	1052
Grand Total	209	2	1773	48	0	2032	63	14	0	57	1	135	57	1798	69	25	0	1949	203	0	37	0	0	240	0	11	4	74	0	89	4445
Apprch %	10.3	0.1	87.3	2.4	0		46.7	10.4	0	42.2	0.7		2.9	92.3	3.5	1.3	0		84.6	0	15.4	0	0		0	12.4	4.5	83.1	0		
Total %	4.7	0	39.9	1.1	0	45.7	1.4	0.3	0	1.3	0	3	1.3	40.4	1.6	0.6	0	43.8	4.6	0	0.8	0	0	5.4	0	0.2	0.1	1.7	0	2	
Lights	206	2	1759	48	0	2015	63	14	0	57	0	134	57	1767	69	25	0	1918	201	0	37	0	0	238	0	11	4	73	0	88	4393
% Lights	98.6	100	99.2	100	0	99.2	100	100	0	100	0	99.3	100	98.3	100	100	0	98.4	99	0	100	0	0	99.2	0	100	100	98.6	0	98.9	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	0	12	0	0	15	0	0	0	0	0	0	0	27	0	0	0	27	1	0	0	0	0	1	0	0	0	1	0	1	44
% Trucks	1.4	0	0.7	0	0	0.7	0	0	0	0	0	0	0	1.5	0	0	0	1.4	0.5	0	0	0	0	0.4	0	0	0	1.4	0	1.1	1
Bicycles on Road	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	6
% Bicycles on Road	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0.5	0	0	0	0	0.4	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052
Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SATURDAY_344125_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 11:30 AM																															
11:30 AM	12	0	133	5	0	150	5	0	0	3	0	8	6	110	3	1	0	120	20	0	2	0	0	22	0	2	0	5	0	7	307
11:45 AM	9	0	114	3	0	126	7	0	0	3	0	10	5	127	7	2	0	141	8	0	3	0	0	11	0	0	0	4	0	4	292
12:00 PM	20	0	108	3	0	131	4	2	0	6	0	12	2	124	4	0	0	130	10	0	2	0	0	12	0	0	0	7	0	7	292
12:15 PM	15	0	113	2	0	130	0	0	0	4	0	4	2	113	3	0	0	118	16	0	4	0	0	20	0	0	1	6	0	7	279
Total Volume	56	0	468	13	0	537	16	2	0	16	0	34	15	474	17	3	0	509	54	0	11	0	0	65	0	2	1	22	0	25	1170
% App. Total	10.4	0	87.2	2.4	0		47.1	5.9	0	47.1	0		2.9	93.1	3.3	0.6	0		83.1	0	16.9	0	0		0	8	4	88	0		
PHF	.700	.000	.880	.650	.000	.895	.571	.250	.000	.667	.000	.708	.625	.933	.607	.375	.000	.902	.675	.000	.688	.000	.000	.739	.000	.250	.250	.786	.000	.893	.953
Lights	56	0	464	13	0	533	16	2	0	16	0	34	15	467	17	3	0	502	54	0	11	0	0	65	0	2	1	22	0	25	1159
% Lights	100	0	99.1	100	0	99.3	100	100	0	100	0	100	100	98.5	100	100	0	98.6	100	0	100	0	0	100	0	100	100	100	0	100	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
% Trucks	0	0	0.9	0	0	0.7	0	0	0	0	0	0	0	1.3	0	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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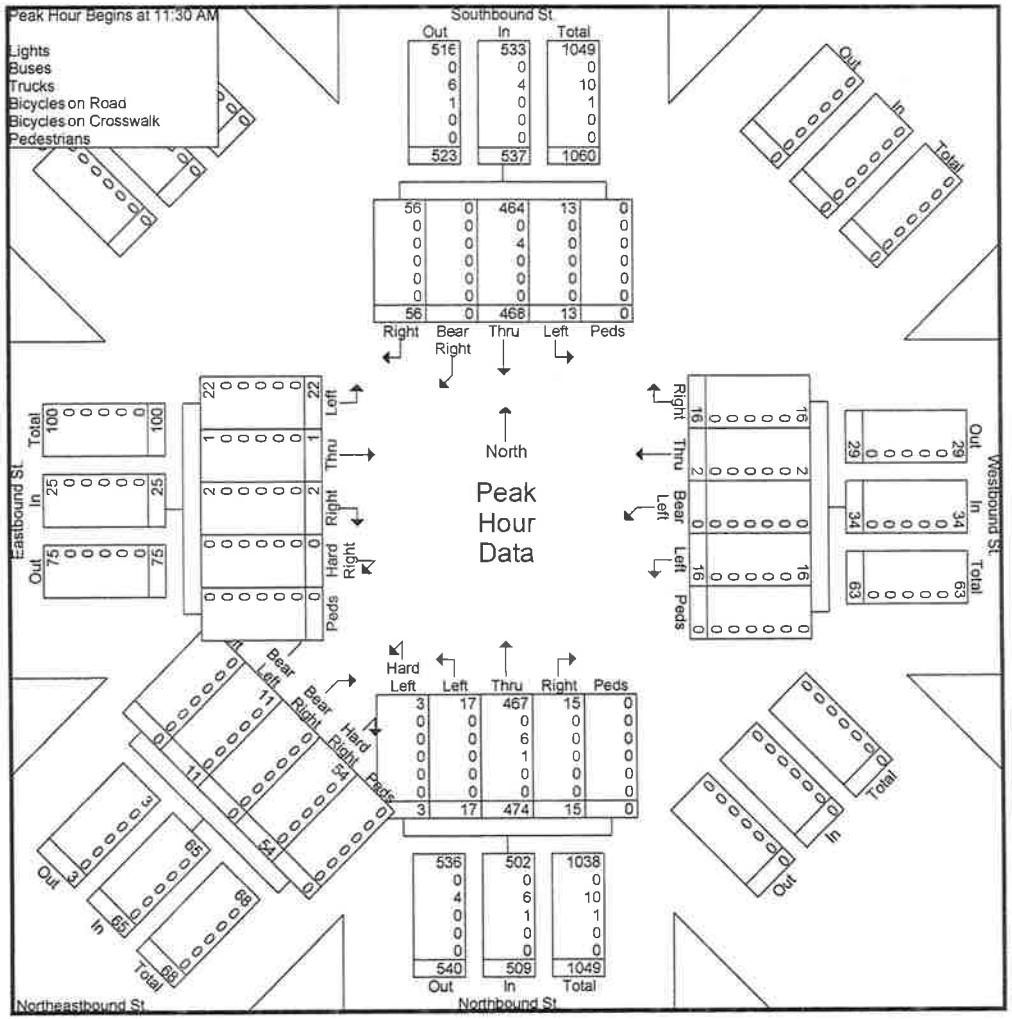
11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SATURDAY_344125_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 3



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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SUNDAY_344128_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	13	1	95	4	0	113	0	1	0	1	0	2	0	71	1	1	0	73	17	0	2	0	0	19	0	1	0	1	1	3	210
11:15 AM	14	1	103	0	0	118	2	0	0	1	0	3	5	72	10	3	0	90	11	1	4	0	0	16	0	0	0	5	0	5	232
11:30 AM	15	0	127	2	0	144	2	0	0	2	0	4	3	89	6	3	0	101	15	0	2	0	0	17	0	1	0	8	0	9	275
11:45 AM	14	0	127	5	0	146	3	0	0	2	0	5	5	121	7	0	0	133	12	0	4	0	0	16	0	2	1	8	0	11	311
Total	56	2	452	11	0	521	7	1	0	6	0	14	13	353	24	7	0	397	55	1	12	0	0	68	0	4	1	22	1	28	1028
12:00 PM	12	0	149	1	0	162	4	0	0	4	0	8	1	101	2	2	0	106	12	0	3	0	0	15	0	0	1	2	0	3	294
12:15 PM	18	1	106	2	0	127	4	0	0	5	0	9	8	115	1	2	0	126	15	0	3	0	0	18	0	0	1	1	0	2	282
12:30 PM	15	0	121	2	0	138	1	1	0	1	0	3	3	103	1	0	0	107	19	0	5	0	0	24	0	0	0	2	0	2	274
12:45 PM	13	0	88	2	0	103	4	0	0	3	0	7	2	97	2	0	0	101	13	0	3	0	0	16	0	2	0	1	0	3	230
Total	58	1	464	7	0	530	13	1	0	13	0	27	14	416	6	4	0	440	59	0	14	0	0	73	0	2	2	6	0	10	1080
01:00 PM	13	0	116	9	0	138	1	0	0	4	0	5	4	93	9	2	0	108	10	0	3	0	0	13	0	1	0	8	0	9	273
01:15 PM	12	0	132	3	0	147	8	1	0	1	0	10	0	116	1	1	0	118	15	0	1	0	0	16	0	0	0	5	0	5	296
01:30 PM	14	2	112	2	1	131	1	1	0	3	0	5	3	96	4	2	0	105	12	0	1	0	0	13	0	0	0	6	0	6	260
01:45 PM	14	0	109	1	0	124	0	1	0	2	0	3	0	108	2	2	0	112	18	0	0	0	0	18	0	1	0	6	0	7	264
Total	53	2	469	15	1	540	10	3	0	10	0	23	7	413	16	7	0	443	55	0	5	0	0	60	0	2	0	25	0	27	1093
02:00 PM	10	1	77	0	0	88	0	0	0	0	0	0	0	99	3	1	0	103	10	0	2	0	0	12	0	0	0	3	0	3	206
02:15 PM	7	0	100	3	0	110	2	1	0	0	0	3	2	111	4	3	0	120	9	0	4	0	0	13	0	1	0	1	0	2	248
02:30 PM	7	0	113	1	0	121	1	0	0	3	0	4	1	84	3	1	0	89	2	0	1	0	0	3	0	0	0	6	0	6	223
02:45 PM	8	0	107	2	0	117	3	0	0	1	0	4	3	118	2	1	0	124	7	0	3	0	0	10	0	0	0	4	0	4	259
Total	32	1	397	6	0	436	6	1	0	4	0	11	6	412	12	6	0	436	28	0	10	0	0	38	0	1	0	14	0	15	936
Grand Total	199	6	1782	39	1	2027	36	6	0	33	0	75	40	1594	58	24	0	1716	197	1	41	0	0	239	0	9	3	67	1	80	4137
Apprch %	9.8	0.3	87.9	1.9	0		48	8	0	44	0		2.3	92.9	3.4	1.4	0		82.4	0.4	17.2	0	0		0	11.2	3.8	83.8	1.2		
Total %	4.8	0.1	43.1	0.9	0	49	0.9	0.1	0	0.8	0	1.8	1	38.5	1.4	0.6	0	41.5	4.8	0	1	0	0	5.8	0	0.2	0.1	1.6	0	1.9	
Lights	197	6	1771	38	0	2012	36	5	0	33	0	74	40	1582	58	24	0	1704	192	1	41	0	0	234	0	9	3	67	0	79	4103
% Lights	99	100	99.4	97.4	0	99.3	100	83.3	0	100	0	98.7	100	99.2	100	100	0	99.3	97.5	100	100	0	0	97.9	0	100	100	100	0	98.8	99.2
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	2	0	7	1	0	10	0	1	0	0	0	1	0	8	0	0	0	8	4	0	0	0	0	4	0	0	0	0	0	0	23
% Trucks	1	0	0.4	2.6	0	0.5	0	16.7	0	0	0	1.3	0	0.5	0	0	0	0.5	2	0	0	0	0	1.7	0	0	0	0	0	0	0.6
Bicycles on Road	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5
% Bicycles on Road	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0.5	0	0	0	0	0.4	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.2	0
Pedestrians	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SUNDAY_344128_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 2

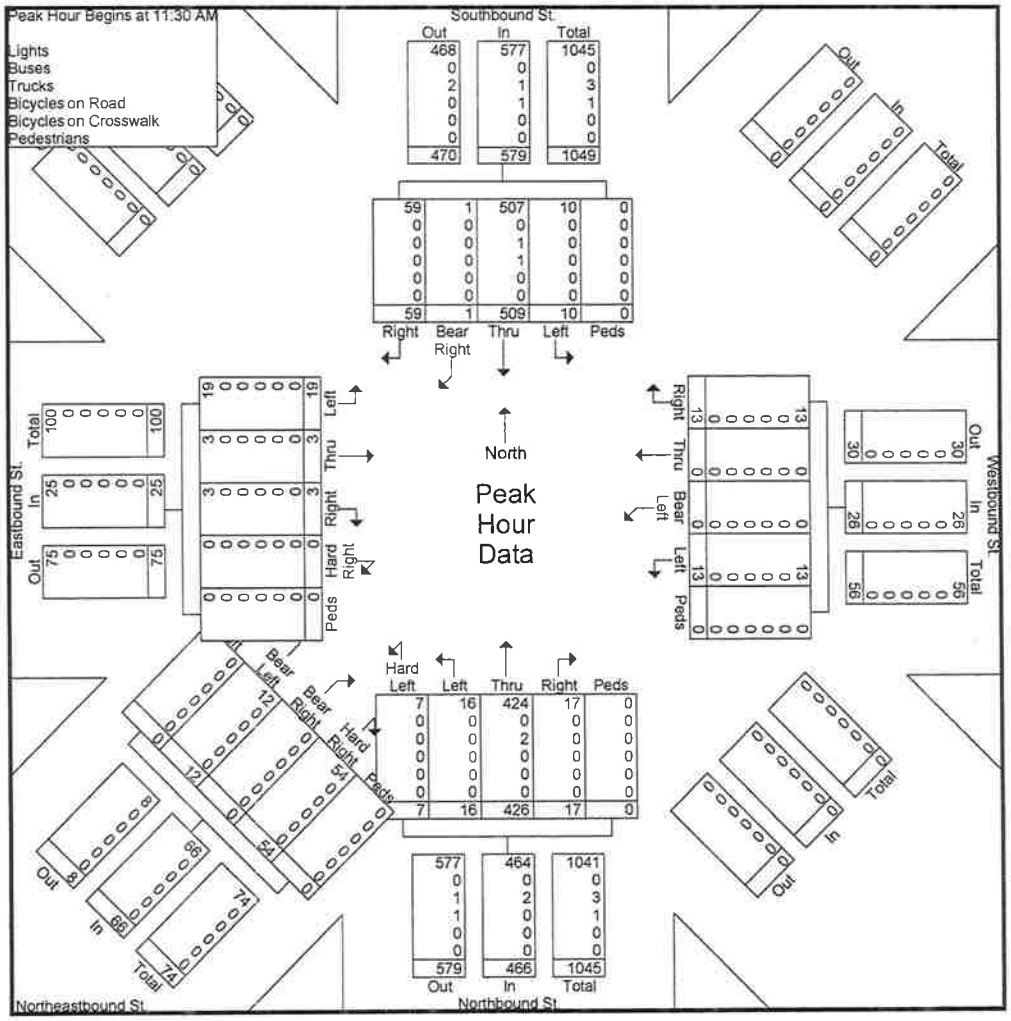
	Southbound St. From North						Westbound St. From East						Northbound St. From South						Northeastbound St. From Southwest						Eastbound St. From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 11:30 AM																															
11:30 AM	15	0	127	2	0	144	2	0	0	2	0	4	3	89	6	3	0	101	15	0	2	0	0	17	0	1	0	8	0	9	275
11:45 AM	14	0	127	5	0	146	3	0	0	2	0	5	5	121	7	0	0	133	12	0	4	0	0	16	0	2	1	8	0	11	311
12:00 PM	12	0	149	1	0	162	4	0	0	4	0	8	1	101	2	2	0	106	12	0	3	0	0	15	0	0	1	2	0	3	294
12:15 PM	18	1	106	2	0	127	4	0	0	5	0	9	8	115	1	2	0	126	15	0	3	0	0	18	0	0	1	1	0	2	282
Total Volume	59	1	509	10	0	579	13	0	0	13	0	26	17	426	16	7	0	466	54	0	12	0	0	66	0	3	3	19	0	25	1162
% App. Total	10.2	0.2	87.9	1.7	0		50	0	0	50	0		3.6	91.4	3.4	1.5	0		81.8	0	18.2	0	0		0	12	12	76	0		
PHF	.819	.250	.854	.500	.000	.894	.813	.000	.000	.650	.000	.722	.531	.880	.571	.583	.000	.876	.900	.000	.750	.000	.000	.917	.000	.375	.750	.594	.000	.568	.934
Lights	59	1	507	10	0	577	13	0	0	13	0	26	17	424	16	7	0	464	54	0	12	0	0	66	0	3	3	19	0	25	1158
% Lights	100	100	99.6	100	0	99.7	100	0	0	100	0	100	100	99.5	100	100	0	99.6	100	0	100	0	0	100	0	100	100	100	0	100	99.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0.5	0	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Road	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 18-_NYS_ROUTE_208_AND_BLOOMING_GROVE_PLAZA_SUNOCO_DRIVEWAYS-SUNDAY_344128_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 3



#19

LOCATION: NYS ROUTE 208 & ORANGE & ROCKLAND DRIV PROJECT: CLOVEWOOD

DATE OF COUNT: 06/30/16 DAY: THURSDAY JCE JOB #: 13001417A START TIME : 03:30 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 AM	03:45 AM				0		0		29	5	1	201		236	A	
03:45 AM	04:00 AM				0		0		45	20	7	173		245	A	
04:00 AM	04:15 AM				2		0		49	9	7	168		235	A	
04:15 AM	04:30 AM				1		0		49	11	7	179		247	A	963
04:30 AM	04:45 AM				2		0		73	8	4	233		320	X	1047
04:45 AM	05:00 AM				7		6		58	8	6	217		302	X	1104
05:00 AM	05:15 AM				7		3		71	6	1	171		259	X	1128
05:15 AM	05:30 AM				7		4		69	4	4	227		315	X	1196
05:30 AM	05:45 AM				14		3		73	1	2	196		289	A	1165
05:45 AM	06:00 AM				2		1		63	6	1	169		242	A	1105
06:00 AM	06:15 AM				3		2		74	5	3	186		273	A	1119
06:15 AM	06:30 AM				7		1		91	5	3	173		280	A	1084
06:30 AM	06:45 AM													0	A	795
06:45 AM	07:00 AM													0	A	553
07:00 AM	07:15 AM													0	A	280
07:15 AM	07:30 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 AM	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	04:45 AM	0	0	0	2	0	0	0	73	8	4	233	0	320
04:45 AM	05:00 AM	0	0	0	7	0	6	0	58	8	6	217	0	302
05:00 AM	05:15 AM	0	0	0	7	0	3	0	71	6	1	171	0	259
05:15 AM	05:30 AM	0	0	0	7	0	4	0	69	4	4	227	0	315
05:30 AM	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	total	**PHF**
04:30 AM	05:30 AM	0	0	0	23	0	13	0	271	26	15	848	0	1196	0.934375
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.82	#DIV/0!	0.54	#DIV/0!	0.93	0.81	0.63	0.91	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.69			0.92			0.91				

0	848	15	^	6	13
12	11	10	<	5	0
<	v	>	v	4	23
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	271	26

#19

LOCATION: NYS ROUTE 208 & ORANGE & ROCKLAND DRIV PROJECT: CLOVEWOOD

DATE OF COUNT: 06/29/16 DAY: WEDNESDAY JCE JOB #: 13001417A START TIME : 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM	03:45 PM				19		17		156	8	1	119		320	A	
03:45 PM	04:00 PM				6		2		172	3	2	124		309	A	
04:00 PM	04:15 PM				10		5		203	1	3	116		338	A	
04:15 PM	04:30 PM				6		1		203	2	1	132		345	A	1312
04:30 PM	04:45 PM				14		4		199	4	1	137		359	A	1351
04:45 PM	05:00 PM				7		1		226	1	0	120		355	A	1397
05:00 PM	05:15 PM				4		3		239	3	0	135		384	A	1443
05:15 PM	05:30 PM				0		3		240	0	1	125		369	X	1467
05:30 PM	05:45 PM				3		1		224	2	0	118		348	X	1456
05:45 PM	06:00 PM				0		1		220	3	0	134		358	X	1459
06:00 PM	06:15 PM				2		1		258	2	1	137		401	X	1476
06:15 PM	06:30 PM				0		0		209	1	2	122		334	A	1441
06:30 PM	06:45 PM													0	A	1093
06:45 PM	07:00 PM													0	A	735
07:00 PM	07:15 PM													0	A	334
07:15 PM	07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	05:30 PM	0	0	0	0	0	3	0	240	0	1	125	0	369
05:30 PM	05:45 PM	0	0	0	3	0	1	0	224	2	0	118	0	348
05:45 PM	06:00 PM	0	0	0	0	0	1	0	220	3	0	134	0	358
06:00 PM	06:15 PM	0	0	0	2	0	1	0	258	2	1	137	0	401
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:15 PM	06:15 PM	0	0	0	5	0	6	0	942	7	2	514	0	1476	0.9202
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	0.42	#DIV/0!	0.50	#DIV/0!	0.91	0.58	0.50	0.94	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.69			0.91			0.93				

0	514	2	^	6	6
12	11	10	<	5	0
<	v	>	v	4	5
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	942	7

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_AND_ORANGE_&_ROCKLAND_UTILITIES-FRIDAY_344132_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North				Westbound Approach From East				Northbound St. From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
02:30 PM	128	3	0	131	1	6	0	7	7	158	0	165	303
02:45 PM	154	5	0	159	0	13	0	13	9	161	0	170	342
Total	282	8	0	290	1	19	0	20	16	319	0	335	645
03:00 PM	137	2	0	139	4	11	0	15	2	159	0	161	315
03:15 PM	137	0	0	137	7	18	0	25	4	180	0	184	346
03:30 PM	162	2	0	164	3	8	0	11	2	188	0	190	365
03:45 PM	135	1	0	136	4	4	0	8	4	182	0	186	330
Total	571	5	0	576	18	41	0	59	12	709	0	721	1356
04:00 PM	144	2	0	146	0	5	0	5	2	225	0	227	378
04:15 PM	137	1	0	138	6	1	0	7	1	229	0	230	375
04:30 PM	119	0	0	119	5	9	0	14	1	214	0	215	348
04:45 PM	125	0	0	125	1	1	0	2	0	226	0	226	353
Total	525	3	0	528	12	16	0	28	4	894	0	898	1454
05:00 PM	148	1	0	149	1	3	0	4	1	239	0	240	393
05:15 PM	136	2	0	138	4	1	0	5	1	215	0	216	359
05:30 PM	139	0	0	139	0	2	0	2	1	218	0	219	360
05:45 PM	130	1	0	131	1	2	0	3	2	214	0	216	350
Total	553	4	0	557	6	8	0	14	5	886	0	891	1462
06:00 PM	125	0	0	125	0	2	0	2	1	184	0	185	312
06:15 PM	114	2	0	116	0	3	0	3	1	174	0	175	294
Grand Total	2170	22	0	2192	37	89	0	126	39	3166	0	3205	5523
Apprch %	99	1	0		29.4	70.6	0		1.2	98.8	0		
Total %	39.3	0.4	0	39.7	0.7	1.6	0	2.3	0.7	57.3	0	58	
Lights	2102	21	0	2123	35	85	0	120	34	3120	0	3154	5397
% Lights	96.9	95.5	0	96.9	94.6	95.5	0	95.2	87.2	98.5	0	98.4	97.7
Buses	18	0	0	18	0	0	0	0	0	11	0	11	29
% Buses	0.8	0	0	0.8	0	0	0	0	0	0.3	0	0.3	0.5
Trucks	50	1	0	51	2	4	0	6	5	34	0	39	96
% Trucks	2.3	4.5	0	2.3	5.4	4.5	0	4.8	12.8	1.1	0	1.2	1.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_AND_ORANGE_&_ROCKLAND_UTILITIES-FRIDAY_344132_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North				Westbound Approach From East				Northbound St. From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	137	1	0	138	6	1	0	7	1	229	0	230	375
04:30 PM	119	0	0	119	5	9	0	14	1	214	0	215	348
04:45 PM	125	0	0	125	1	1	0	2	0	226	0	226	353
05:00 PM	148	1	0	149	1	3	0	4	1	239	0	240	393
Total Volume	529	2	0	531	13	14	0	27	3	908	0	911	1469
% App. Total	99.6	0.4	0		48.1	51.9	0		0.3	99.7	0		
PHF	.894	.500	.000	.891	.542	.389	.000	.482	.750	.950	.000	.949	.934
Lights	511	2	0	513	12	14	0	26	3	898	0	901	1440
% Lights	96.6	100	0	96.6	92.3	100	0	96.3	100	98.9	0	98.9	98.0
Buses	5	0	0	5	0	0	0	0	0	1	0	1	6
% Buses	0.9	0	0	0.9	0	0	0	0	0	0.1	0	0.1	0.4
Trucks	13	0	0	13	1	0	0	1	0	9	0	9	23
% Trucks	2.5	0	0	2.4	7.7	0	0	3.7	0	1.0	0	1.0	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_ANDORANGE_&_ROCKLAND_UTILITIES-_SATURDAY_344136_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound Approach From East					Northbound St. From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	156	0	0	156	0	0	2	0	2	1	105	0	0	106	0	0	0	0	0	264
11:15 AM	0	162	2	0	164	2	0	1	0	3	3	116	0	0	119	0	0	0	0	0	286
11:30 AM	0	187	0	0	187	0	0	2	0	2	1	125	0	0	126	0	0	0	0	0	315
11:45 AM	0	151	0	0	151	0	0	1	0	1	1	138	0	0	139	0	0	0	0	0	291
Total	0	656	2	0	658	2	0	6	0	8	6	484	0	0	490	0	0	0	0	0	1156
12:00 PM	0	147	0	0	147	0	0	0	0	0	0	140	0	0	140	0	0	0	0	0	287
12:15 PM	0	164	0	0	164	0	0	1	0	1	1	116	0	0	117	0	0	0	0	0	282
12:30 PM	0	159	0	0	159	0	0	1	0	1	1	125	0	0	126	0	0	0	0	0	286
12:45 PM	0	152	1	0	153	0	0	1	0	1	1	140	0	0	141	0	0	0	0	0	295
Total	0	622	1	0	623	0	0	3	0	3	3	521	0	0	524	0	0	0	0	0	1150
01:00 PM	0	154	0	0	154	1	0	0	0	1	1	151	0	0	152	0	0	0	0	0	307
01:15 PM	0	150	0	0	150	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	293
01:30 PM	0	157	1	0	158	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	304
01:45 PM	0	128	0	0	128	0	0	0	0	0	6	135	0	0	141	0	0	0	0	0	269
Total	0	589	1	0	590	1	0	0	0	1	7	575	0	0	582	0	0	0	0	0	1173
02:00 PM	0	139	0	0	139	1	0	0	0	1	0	127	0	0	127	0	0	0	0	0	267
02:15 PM	0	155	0	0	155	1	0	0	0	1	1	137	0	0	138	0	0	0	0	0	294
02:30 PM	0	130	0	0	130	0	0	4	0	4	2	144	0	0	146	0	0	0	0	0	280
02:45 PM	0	124	0	0	124	0	0	3	0	3	1	147	0	0	148	0	0	0	0	0	275
Total	0	548	0	0	548	2	0	7	0	9	4	555	0	0	559	0	0	0	0	0	1116
Grand Total	0	2415	4	0	2419	5	0	16	0	21	20	2135	0	0	2155	0	0	0	0	0	4595
Apprch %	0	99.8	0.2	0		23.8	0	76.2	0		0.9	99.1	0	0		0	0	0	0		
Total %	0	52.6	0.1	0	52.6	0.1	0	0.3	0	0.5	0.4	46.5	0	0	46.9	0	0	0	0	0	
Lights	0	2396	2	0	2398	5	0	16	0	21	14	2109	0	0	2123	0	0	0	0	0	4542
% Lights	0	99.2	50	0	99.1	100	0	100	0	100	70	98.8	0	0	98.5	0	0	0	0	0	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	15	2	0	17	0	0	0	0	0	6	22	0	0	28	0	0	0	0	0	45
% Trucks	0	0.6	50	0	0.7	0	0	0	0	0	30	1	0	0	1.3	0	0	0	0	0	1
Bicycles on Road	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_ANDORANGE_&_ROCKLAND_UTILITIES-_SATURDAY_344136_09-10-2016
Site Code :
Start Date : 9/10/2016

	Southbound St. From North					Westbound Approach From East					Northbound St. From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	152	1	0	153	0	0	1	0	1	1	140	0	0	141	0	0	0	0	0	295
01:00 PM	0	154	0	0	154	1	0	0	0	1	1	151	0	0	152	0	0	0	0	0	307
01:15 PM	0	150	0	0	150	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	293
01:30 PM	0	157	1	0	158	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	304
Total Volume	0	613	2	0	615	1	0	1	0	2	2	580	0	0	582	0	0	0	0	0	1199
% App. Total	0	99.7	0.3	0		50	0	50	0		0.3	99.7	0	0		0	0	0	0		
PHF	.000	.976	.500	.000	.973	.250	.000	.250	.000	.500	.500	.960	.000	.000	.957	.000	.000	.000	.000	.000	.976
Lights	0	604	0	0	604	1	0	1	0	2	2	571	0	0	573	0	0	0	0	0	1179
% Lights	0	98.5	0	0	98.2	100	0	100	0	100	100	98.4	0	0	98.5	0	0	0	0	0	98.3
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	8	2	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
% Trucks	0	1.3	100	0	1.6	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1.4
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Bicycles on Road	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_AND_ORANGE_&_ROCKLAND_UTILITIES-SUNDAY_344137_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound Approach From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	154	0	0	154	1	0	0	0	1	0	92	0	0	92	0	0	0	0	0	247
11:15 AM	0	162	0	0	162	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	266
11:30 AM	0	144	1	0	145	0	0	1	0	1	1	127	0	0	128	0	0	0	0	0	274
11:45 AM	0	194	1	0	195	0	0	1	0	1	1	120	0	0	121	0	0	0	0	0	317
Total	0	654	2	0	656	1	0	2	0	3	2	443	0	0	445	0	0	0	0	0	1104
12:00 PM	0	175	0	0	175	2	0	2	0	4	2	120	0	0	122	0	0	0	0	0	301
12:15 PM	0	176	0	0	176	0	0	2	0	2	4	124	0	0	128	0	0	0	0	0	306
12:30 PM	0	155	2	0	157	2	0	1	0	3	1	136	0	0	137	0	0	0	0	0	297
12:45 PM	0	186	0	0	186	0	0	4	0	4	2	126	0	0	128	0	0	0	0	0	318
Total	0	692	2	0	694	4	0	9	0	13	9	506	0	0	515	0	0	0	0	0	1222
01:00 PM	0	161	0	0	161	0	0	1	0	1	1	146	0	0	147	0	0	0	0	0	309
01:15 PM	0	169	0	0	169	0	0	2	0	2	2	142	0	0	144	0	0	0	0	0	315
01:30 PM	0	149	0	0	149	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	278
01:45 PM	0	153	0	0	153	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	266
Total	0	632	0	0	632	0	0	3	0	3	3	530	0	0	533	0	0	0	0	0	1168
02:00 PM	0	112	0	0	112	1	0	0	0	1	1	125	0	0	126	0	0	0	0	0	239
02:15 PM	0	130	0	0	130	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	244
02:30 PM	0	133	0	0	133	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	270
02:45 PM	0	125	1	0	126	2	0	0	0	2	1	133	0	0	134	0	0	0	0	0	262
Total	0	500	1	0	501	3	0	0	0	3	2	509	0	0	511	0	0	0	0	0	1015
Grand Total	0	2478	5	0	2483	8	0	14	0	22	16	1988	0	0	2004	0	0	0	0	0	4509
Apprch %	0	99.8	0.2	0		36.4	0	63.6	0		0.8	99.2	0	0		0	0	0	0		
Total %	0	55	0.1	0	55.1	0.2	0	0.3	0	0.5	0.4	44.1	0	0	44.4	0	0	0	0	0	
Lights	0	2464	5	0	2469	8	0	13	0	21	13	1972	0	0	1985	0	0	0	0	0	4475
% Lights	0	99.4	100	0	99.4	100	0	92.9	0	95.5	81.2	99.2	0	0	99.1	0	0	0	0	0	99.2
Buses	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	12	0	0	12	0	0	1	0	1	3	11	0	0	14	0	0	0	0	0	27
% Trucks	0	0.5	0	0	0.5	0	0	7.1	0	4.5	18.8	0.6	0	0	0.7	0	0	0	0	0	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 19-_NYS_ROUTE_208_AND_ORANGE_&_ROCKLAND_UTILITIES-SUNDAY_344137_09-11-2016
Site Code :
Start Date : 9/11/2016

	Southbound St. From North					Westbound Approach From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	155	2	0	157	2	0	1	0	3	1	136	0	0	137	0	0	0	0	0	297
12:45 PM	0	186	0	0	186	0	0	4	0	4	2	126	0	0	128	0	0	0	0	0	318
01:00 PM	0	161	0	0	161	0	0	1	0	1	1	146	0	0	147	0	0	0	0	0	309
01:15 PM	0	169	0	0	169	0	0	2	0	2	2	142	0	0	144	0	0	0	0	0	315
Total Volume	0	671	2	0	673	2	0	8	0	10	6	550	0	0	556	0	0	0	0	0	1239
% App. Total	0	99.7	0.3	0		20	0	80	0		1.1	98.9	0	0		0	0	0	0		
PHF	.000	.902	.250	.000	.905	.250	.000	.500	.000	.625	.750	.942	.000	.000	.946	.000	.000	.000	.000	.000	.974
Lights	0	666	2	0	668	2	0	7	0	9	5	548	0	0	553	0	0	0	0	0	1230
% Lights	0	99.3	100	0	99.3	100	0	87.5	0	90.0	83.3	99.6	0	0	99.5	0	0	0	0	0	99.3
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2
Trucks	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	6
% Trucks	0	0.6	0	0	0.6	0	0	12.5	0	10.0	16.7	0	0	0	0.2	0	0	0	0	0	0.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#23

LOCATION: Orchard Lake Drive & C.R. 27 PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	2	43	0	0	17	0	0	0	0	4	0	3	69	A	
07:00 AM 07:15 AM	0	43	0	0	26	1	0	0	0	7	0	6	83	A	
07:15 AM 07:30 AM	2	58	0	0	19	3	0	0	0	6	0	5	93	A	
07:30 AM 07:45 AM	0	56	0	0	27	0	0	0	0	5	0	2	90	A	335
07:45 AM 08:00 AM	2	59	0	0	23	0	1	0	0	9	0	2	96	X	362
08:00 AM 08:15 AM	1	40	0	0	25	0	0	0	0	8	0	1	75	X	354
08:15 AM 08:30 AM	3	47	0	0	25	3	0	0	0	9	0	7	94	X	355
08:30 AM 08:45 AM	1	74	0	0	29	2	0	0		6	0	5	118	X	383
08:45 AM 09:00 AM	1	39	0	0	30	2	0	0	0	3	0	1	76	A	363
09:00 AM 09:15 AM	1	31	0	0	22	1	0	0	0	2	0	0	57	A	345
09:15 AM 09:30 AM													0	A	251
09:30 AM 09:45 AM													0	A	133
09:45 AM 10:00 AM													0	A	57
10:00 AM 10:15 AM													0	A	0
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM 08:00 AM	2	59	0	0	23	0	1	0	0	9	0	2	96
08:00 AM 08:15 AM	1	40	0	0	25	0	0	0	0	8	0	1	75
08:15 AM 08:30 AM	3	47	0	0	25	3	0	0	0	9	0	7	94
08:30 AM 08:45 AM	1	74	0	0	29	2	0	0	1	6	0	5	118
08:45 AM 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:45 AM 08:45 AM	7	220	0	0	102	5	1	0	1	32	0	15	383	0.81
PHF BY MOVEMENT	0.58	0.74	#DIV/0!	#DIV/0!	0.88	0.42	0.25	#DIV/0!	0.25	0.89	#DIV/0!	0.54		
PHF BY APPROACH		0.76			0.86			0.50			0.73			

15	0	32	^	6	5
12	11	10	<	5	102
<	v	>	v	4	0
7	1	^	<	^	>
220	2	>	7	8	9
0	3	v	1	0	1

#23

LOCATION: Orchard Lake Drive & C.R. 27 PROJECT: Clove Wood

DATE OF COUNT: 01/28/14 DAY: Tuesday JCE JOB #: 13001417A START TIME: 15:30 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
03:30 PM 03:45 PM	2	32	0	0	38	3	0	0	0	1	0	2	78	A	
03:45 PM 04:00 PM	1	30	0	0	50	6	0	0	0	5	0	3	95	A	
04:00 PM 04:15 PM	1	42	0	1	42	8	0	0	0	3	0	1	98	A	
04:15 PM 04:30 PM	6	36	0	0	73	6	0	0	0	1	0	1	123	A	394
04:30 PM 04:45 PM	3	29	0	0	56	2	0	0	0	2	0	3	95	A	411
04:45 PM 05:00 PM	5	37	0	0	63	2	0	0	0	1	0	3	111	X	427
05:00 PM 05:15 PM	3	46	0	0	64	4	0	0	0	5	0	3	125	X	454
05:15 PM 05:30 PM	4	39	0	0	65	6	0	0	0	0	0	0	114	X	445
05:30 PM 05:45 PM	5	26	0	0	64	6	0	0	0	6	0	5	112	X	462
05:45 PM 06:00 PM	2	24	0	0	57	8	0	0	1	1	0	1	94	A	445
06:00 PM 06:15 PM	3	20	1	0	55	5	0	0	0	2	0	2	88	A	408
06:15 PM 06:30 PM	0	20	0	0	46	6	1	0	0	4	0	1	78	A	372
06:30 PM 06:45 PM													0	A	260
06:45 PM 07:00 PM													0	A	166
07:00 PM 07:15 PM													0	A	78
07:15 PM 07:30 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:30 PM 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM 05:00 PM	5	37	0	0	63	2	0	0	0	1	0	3	111
05:00 PM 05:15 PM	3	46	0	0	64	4	0	0	0	5	0	3	125
05:15 PM 05:30 PM	4	39	0	0	65	6	0	0	0	0	0	0	114
05:30 PM 05:45 PM	5	26	0	0	64	6	0	0	0	6	0	5	112
05:45 PM 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:45 PM 05:45 PM	17	148	0	0	256	18	0	0	0	12	0	11	462	0.92
PHF BY MOVEMENT	0.85	0.80	#DIV/0!	#DIV/0!	0.98	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.55		
PHF BY APPROACH	0.84			0.96			#DIV/0!			0.52				

11	0	12	^	6	18
12	11	10	<	5	256
<	v	>	v	4	0
17	1	^	<	^	>
148	2	>	7	8	9
0	3	v	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-_FRIDAY_344139_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	0	0	0	0	0	41	2	0	43	2	0	5	0	7	6	45	0	0	51	101
02:45 PM	0	0	0	0	0	0	42	2	0	44	2	0	2	0	4	2	43	0	0	45	93
Total	0	0	0	0	0	0	83	4	0	87	4	0	7	0	11	8	88	0	0	96	194
03:00 PM	0	0	0	0	0	0	41	1	0	42	2	0	3	0	5	0	65	0	0	65	112
03:15 PM	0	0	0	0	0	0	38	1	0	39	6	0	6	0	12	8	65	0	0	73	124
03:30 PM	0	0	0	1	1	0	44	2	0	46	4	0	2	0	6	4	54	0	0	58	111
03:45 PM	0	0	0	0	0	0	34	1	0	35	0	0	2	0	2	6	59	0	0	65	102
Total	0	0	0	1	1	0	157	5	0	162	12	0	13	0	25	18	243	0	0	261	449
04:00 PM	0	0	0	0	0	0	38	3	0	41	4	0	0	0	4	3	42	0	0	45	90
04:15 PM	0	0	0	0	0	0	36	3	0	39	2	0	2	0	4	4	70	0	0	74	117
04:30 PM	0	0	0	0	0	0	32	6	0	38	3	0	1	0	4	6	57	0	0	63	105
04:45 PM	0	0	0	0	0	0	37	2	0	39	3	0	3	0	6	7	47	0	0	54	99
Total	0	0	0	0	0	0	143	14	0	157	12	0	6	0	18	20	216	0	0	236	411
05:00 PM	0	0	0	0	0	1	34	2	0	37	3	0	1	0	4	5	65	0	0	70	111
05:15 PM	0	0	0	0	0	0	45	6	0	51	1	0	2	0	3	11	74	0	0	85	139
05:30 PM	0	0	0	0	0	0	51	6	0	57	1	0	5	0	6	7	63	0	0	70	133
05:45 PM	1	0	1	0	2	0	37	1	0	38	1	0	4	0	5	6	63	0	0	69	114
Total	1	0	1	0	2	1	167	15	0	183	6	0	12	0	18	29	265	0	0	294	497
06:00 PM	0	0	0	0	0	0	34	4	0	38	2	0	6	0	8	10	48	0	0	58	104
06:15 PM	0	0	0	0	0	0	37	2	0	39	2	0	8	1	11	7	52	0	0	59	109
Grand Total	1	0	1	1	3	1	621	44	0	666	38	0	52	1	91	92	912	0	0	1004	1764
Apprch %	33.3	0	33.3	33.3		0.2	93.2	6.6	0		41.8	0	57.1	1.1		9.2	90.8	0	0		
Total %	0.1	0	0.1	0.1	0.2	0.1	35.2	2.5	0	37.8	2.2	0	2.9	0.1	5.2	5.2	51.7	0	0	56.9	
Lights	1	0	1	0	2	1	611	43	0	655	34	0	50	0	84	88	898	0	0	986	1727
% Lights	100	0	100	0	66.7	100	98.4	97.7	0	98.3	89.5	0	96.2	0	92.3	95.7	98.5	0	0	98.2	97.9
Buses	0	0	0	0	0	0	7	1	0	8	3	0	2	0	5	3	4	0	0	7	20
% Buses	0	0	0	0	0	0	1.1	2.3	0	1.2	7.9	0	3.8	0	5.5	3.3	0.4	0	0	0.7	1.1
Trucks	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	10	0	0	11	15
% Trucks	0	0	0	0	0	0	0.5	0	0	0.5	2.6	0	0	0	1.1	1.1	1.1	0	0	1.1	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.1	0	0	0	0	0	0.1
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-_FRIDAY_344139_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	1	34	2	0	37	3	0	1	0	4	5	65	0	0	70	111
05:15 PM	0	0	0	0	0	0	45	6	0	51	1	0	2	0	3	11	74	0	0	85	139
05:30 PM	0	0	0	0	0	0	51	6	0	57	1	0	5	0	6	7	63	0	0	70	133
05:45 PM	1	0	1	0	2	0	37	1	0	38	1	0	4	0	5	6	63	0	0	69	114
Total Volume	1	0	1	0	2	1	167	15	0	183	6	0	12	0	18	29	265	0	0	294	497
% App. Total	50	0	50	0		0.5	91.3	8.2	0		33.3	0	66.7	0		9.9	90.1	0	0		
PHF	.250	.000	.250	.000	.250	.250	.819	.625	.000	.803	.500	.000	.600	.000	.750	.659	.895	.000	.000	.865	.894
Lights	1	0	1	0	2	1	167	15	0	183	6	0	12	0	18	29	265	0	0	294	497
% Lights	100	0	100	0	100	100	100	100	0	100	100	0	100	0	100	100	100	0	0	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-SATURDAY_344140_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	42	2	0	44	2	0	5	0	7	2	25	0	0	27	78
11:15 AM	0	0	0	0	0	0	41	1	0	42	3	0	6	0	9	1	39	0	0	40	91
11:30 AM	0	0	0	0	0	0	50	1	0	51	1	0	6	0	7	4	42	0	0	46	104
11:45 AM	0	0	0	0	0	0	40	0	0	40	3	0	2	0	5	6	41	0	0	47	92
Total	0	0	0	0	0	0	173	4	0	177	9	0	19	0	28	13	147	0	0	160	365
12:00 PM	0	0	0	0	0	1	41	2	0	44	1	0	5	0	6	3	41	0	0	44	94
12:15 PM	0	0	0	1	1	0	47	1	0	48	1	0	3	0	4	6	43	1	0	50	103
12:30 PM	0	0	2	0	2	0	34	0	0	34	4	0	4	0	8	4	42	0	0	46	90
12:45 PM	0	0	0	0	0	0	49	3	0	52	2	0	3	0	5	6	42	0	0	48	105
Total	0	0	2	1	3	1	171	6	0	178	8	0	15	0	23	19	168	1	0	188	392
01:00 PM	0	0	0	0	0	0	41	5	0	46	2	0	0	0	2	4	50	0	0	54	102
01:15 PM	1	0	0	0	1	0	46	1	0	47	1	0	3	0	4	4	42	0	0	46	98
01:30 PM	0	0	0	0	0	0	32	0	0	32	0	0	5	0	5	2	48	0	0	50	87
01:45 PM	0	0	0	0	0	0	49	4	0	53	0	0	2	0	2	3	35	1	0	39	94
Total	1	0	0	0	1	0	168	10	0	178	3	0	10	0	13	13	175	1	0	189	381
02:00 PM	0	0	0	0	0	0	44	0	0	44	0	0	2	0	2	2	40	1	0	43	89
02:15 PM	0	0	0	0	0	0	32	5	0	37	3	0	5	0	8	2	51	0	0	53	98
02:30 PM	0	0	0	0	0	0	31	5	0	36	1	0	5	0	6	2	45	0	0	47	89
02:45 PM	0	0	0	0	0	0	37	2	0	39	3	0	1	0	4	1	40	0	0	41	84
Total	0	0	0	0	0	0	144	12	0	156	7	0	13	0	20	7	176	1	0	184	360
Grand Total	1	0	2	1	4	1	656	32	0	689	27	0	57	0	84	52	666	3	0	721	1498
Apprch %	25	0	50	25		0.1	95.2	4.6	0		32.1	0	67.9	0		7.2	92.4	0.4	0		
Total %	0.1	0	0.1	0.1	0.3	0.1	43.8	2.1	0	46	1.8	0	3.8	0	5.6	3.5	44.5	0.2	0	48.1	
Lights	1	0	2	0	3	1	647	32	0	680	27	0	57	0	84	52	657	3	0	712	1479
% Lights	100	0	100	0	75	100	98.6	100	0	98.7	100	0	100	0	100	100	98.6	100	0	98.8	98.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0.1
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
% Trucks	0	0	0	0	0	0	1.1	0	0	1	0	0	0	0	0	0	1.1	0	0	1	0.9
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Bicycles on Road	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-SATURDAY_344140_09-10-2016
Site Code :
Start Date : 9/10/2016

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	1	1	0	47	1	0	48	1	0	3	0	4	6	43	1	0	50	103
12:30 PM	0	0	2	0	2	0	34	0	0	34	4	0	4	0	8	4	42	0	0	46	90
12:45 PM	0	0	0	0	0	0	49	3	0	52	2	0	3	0	5	6	42	0	0	48	105
01:00 PM	0	0	0	0	0	0	41	5	0	46	2	0	0	0	2	4	50	0	0	54	102
Total Volume	0	0	2	1	3	0	171	9	0	180	9	0	10	0	19	20	177	1	0	198	400
% App. Total	0	0	66.7	33.3		0	95	5	0		47.4	0	52.6	0		10.1	89.4	0.5	0		
PHF	.000	.000	.250	.250	.375	.000	.872	.450	.000	.865	.563	.000	.625	.000	.594	.833	.885	.250	.000	.917	.952
Lights	0	0	2	0	2	0	166	9	0	175	9	0	10	0	19	20	172	1	0	193	389
% Lights	0	0	100	0	66.7	0	97.1	100	0	97.2	100	0	100	0	100	100	97.2	100	0	97.5	97.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Trucks	0	0	0	0	0	0	2.9	0	0	2.8	0	0	0	0	0	0	2.3	0	0	2.0	2.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.5	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-_SUNDAY_344142_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	37	0	0	37	2	0	6	0	8	2	32	0	0	34	79
11:15 AM	0	0	0	0	0	1	47	1	0	49	0	0	5	0	5	2	27	0	0	29	83
11:30 AM	0	0	0	0	0	0	42	0	0	42	0	0	6	0	6	4	35	0	0	39	87
11:45 AM	0	0	0	0	0	0	36	1	0	37	4	0	9	0	13	4	39	0	0	43	93
Total	0	0	0	0	0	1	162	2	0	165	6	0	26	0	32	12	133	0	0	145	342
12:00 PM	0	0	0	0	0	0	49	2	0	51	2	0	2	0	4	0	30	0	0	30	85
12:15 PM	0	0	0	0	0	0	40	3	0	43	4	0	5	0	9	6	50	0	0	56	108
12:30 PM	0	0	0	0	0	0	40	2	0	42	4	0	2	0	6	3	39	0	0	42	90
12:45 PM	0	0	0	0	0	0	35	5	0	40	3	0	1	0	4	3	35	0	0	38	82
Total	0	0	0	0	0	0	164	12	0	176	13	0	10	0	23	12	154	0	0	166	365
01:00 PM	0	0	0	0	0	0	43	1	0	44	2	0	6	0	8	3	30	0	0	33	85
01:15 PM	0	0	0	0	0	0	33	1	0	34	3	0	7	0	10	8	39	0	0	47	91
01:30 PM	0	0	0	0	0	0	41	1	0	42	3	0	4	0	7	7	31	0	0	38	87
01:45 PM	0	0	0	0	0	0	28	2	0	30	0	0	2	0	2	3	45	0	0	48	80
Total	0	0	0	0	0	0	145	5	0	150	8	0	19	0	27	21	145	0	0	166	343
02:00 PM	0	0	0	0	0	0	34	2	0	36	2	0	2	0	4	1	42	0	0	43	83
02:15 PM	0	0	0	0	0	0	37	1	0	38	2	0	3	0	5	4	45	0	0	49	92
02:30 PM	0	0	0	0	0	1	43	2	0	46	0	0	3	0	3	0	40	0	0	40	89
02:45 PM	0	0	0	0	0	0	47	1	0	48	2	0	1	0	3	5	44	0	0	49	100
Total	0	0	0	0	0	1	161	6	0	168	6	0	9	0	15	10	171	0	0	181	364
Grand Total	0	0	0	0	0	2	632	25	0	659	33	0	64	0	97	55	603	0	0	658	1414
Apprch %	0	0	0	0		0.3	95.9	3.8	0		34	0	66	0		8.4	91.6	0	0		
Total %	0	0	0	0	0	0.1	44.7	1.8	0	46.6	2.3	0	4.5	0	6.9	3.9	42.6	0	0	46.5	
Lights	0	0	0	0	0	2	620	25	0	647	33	0	64	0	97	55	595	0	0	650	1394
% Lights	0	0	0	0	0	100	98.1	100	0	98.2	100	0	100	0	100	100	98.7	0	0	98.8	98.6
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0.4
Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
% Trucks	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0.8	0	0	0.8	0.9
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 23-_CLOVE_ROAD_AND_ORCHARD_LAKE_DRIVE-_SUNDAY_344142_09-11-2016
Site Code :
Start Date : 9/11/2016

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	0	36	1	0	37	4	0	9	0	13	4	39	0	0	43	93
12:00 PM	0	0	0	0	0	0	49	2	0	51	2	0	2	0	4	0	30	0	0	30	85
12:15 PM	0	0	0	0	0	0	40	3	0	43	4	0	5	0	9	6	50	0	0	56	108
12:30 PM	0	0	0	0	0	0	40	2	0	42	4	0	2	0	6	3	39	0	0	42	90
Total Volume	0	0	0	0	0	0	165	8	0	173	14	0	18	0	32	13	158	0	0	171	376
% App. Total	0	0	0	0		0	95.4	4.6	0		43.8	0	56.2	0		7.6	92.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.842	.667	.000	.848	.875	.000	.500	.000	.615	.542	.790	.000	.000	.763	.870
Lights	0	0	0	0	0	0	164	8	0	172	14	0	18	0	32	13	156	0	0	169	373
% Lights	0	0	0	0	0	0	99.4	100	0	99.4	100	0	100	0	100	100	98.7	0	0	98.8	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.6	0.3
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Trucks	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#24

LOCATION: NYS ROUTE 208 & NYS ROUTE 94 PROJECT: CLOVE WOOD

DATE OF COUNT: 02/02/16 DAY: TUESDAY JCE JOB #: 130C1417A START TIME: 06:45 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total		
06:45 AM 07:00 AM	7	47	3	61	99	20	3	9	17	16	23	25	330	A	
07:00 AM 07:15 AM	10	53	6	40	150	17	14	7	15	22	27	70	431	X	
07:15 AM 07:30 AM	21	67	11	27	99	15	27	18	25	24	16	55	405	X	
07:30 AM 07:45 AM	16	83	13	84	95	40	4	15	32	25	27	13	447	X	1613
07:45 AM 08:00 AM	6	71	7	74	88	29	3	14	26	27	9	8	362	X	1645
08:00 AM 08:15 AM	9	63	8	69	62	26	3	3	24	33	24	7	331	A	1545
08:15 AM 08:30 AM	1	48	5	74	54	29	4	10	31	33	32	9	330	A	1470
08:30 AM 08:45 AM	3	41	7	40	83	21	5	8	37	22	10	6	283	A	1306
08:45 AM 09:00 AM	8	63	3	35	84	26	5	5	36	25	11	8	309	A	1253
09:00 AM 09:15 AM	10	45	6	27	58	24	2	3	19	16	5	6	221	A	1143
09:15 AM 09:30 AM	7	53	8	38	47	35	7	9	20	23	18	7	272	A	1085
09:30 AM 09:45 AM													0	A	802
09:45 AM 10:00 AM													0	A	493
10:00 AM 10:15 AM													0	A	272
10:15 AM 10:30 AM													0	A	0
10:30 AM 10:45 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	10	53	6	40	150	17	14	7	15	22	27	70	431
07:15 AM	07:30 AM	21	67	11	27	99	15	27	18	25	24	16	55	405
07:30 AM	07:45 AM	16	83	13	84	95	40	4	15	32	25	27	13	447
07:45 AM	08:00 AM	6	71	7	74	88	29	3	14	26	27	9	8	362
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

146	**79**	**98**	^	6	**101**
12	11	10	<	5	**432**
<	v	>	v	4	**225**
53	1	^	<	^	>
274	2	>	7	8	9
37	3	v	**48**	**54**	**98**

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM 08:00 AM	53	274	37	225	432	101	48	54	98	98	79	146	1645	0.92
PHF BY MOVEMENT	0.63	0.83	0.71	0.67	0.72	0.63	0.44	0.75	0.77	0.91	0.73	0.52		
PHF BY APPROACH		0.81			0.87			0.71			0.68			

#24

LOCATION: NYS ROUTE 208 & NYS ROUTE 94 PROJECT: CLOVE WOOD

DATE OF COUNT: 02/04/16 DAY: THURSDAY JCE JOB #: 13001417A START TIME: 15:45 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:45 PM	04:00 PM	15	70	5	40	81	46	8	27	53	34	27	22	428	A	
04:00 PM	04:15 PM	7	101	12	54	85	36	7	26	80	49	26	16	499	A	
04:15 PM	04:30 PM	14	69	3	47	61	30	5	15	61	42	14	8	369	A	
04:30 PM	04:45 PM	11	83	5	58	66	41	3	19	64	32	15	13	410	A	1706
04:45 PM	05:00 PM	15	75	6	46	56	38	3	21	55	55	18	10	398	A	1676
05:00 PM	05:15 PM	10	62	6	55	74	38	11	22	73	45	13	15	424	X	1601
05:15 PM	05:30 PM	10	81	10	57	97	48	3	28	64	53	22	17	490	X	1722
05:30 PM	05:45 PM	13	88	7	39	73	24	2	19	62	36	19	14	396	X	1708
05:45 PM	06:00 PM	6	56	2	67	81	32	4	21	69	38	23	14	413	X	1723
06:00 PM	06:15 PM	7	57	4	41	60	43	7	33	66	41	20	11	390	A	1689
06:15 PM	06:30 PM	3	53	6	49	57	37	5	18	86	44	17	10	385	A	1584
06:30 PM	06:45 PM													0	A	1188
06:45 PM	07:00 PM													0	A	775
07:00 PM	07:15 PM													0	A	385
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	10	62	6	55	74	38	11	22	73	45	13	15	424
05:15 PM	05:30 PM	10	81	10	57	97	48	3	28	64	53	22	17	490
05:30 PM	05:45 PM	13	88	7	39	73	24	2	19	62	36	19	14	396
05:45 PM	06:00 PM	6	56	2	67	81	32	4	21	69	38	23	14	413
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	39	287	25	218	325	142	20	90	268	172	77	60	1723	0.88
PHF BY MOVEMENT		0.75	0.82	0.63	0.81	0.84	0.74	0.45	0.80	0.92	0.81	0.84	0.88		
PHF BY APPROACH			0.81			0.85			0.89			0.84			

60	77	172	^	6	142
12	11	10	<	5	325
<	v	>	v	4	218
39	1	^	<	^	>
287	2	>	7	8	9
25	3	v	20	90	268

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 24-_NYS_ROUTE_208_AND_NYS_ROUTE_94-_FRIDAY_344145_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	14	11	46	14	85	42	102	44	1	189	67	12	6	0	85	2	87	5	5	99	458
02:45 PM	7	9	39	7	62	29	76	46	0	151	79	22	3	0	104	3	102	9	0	114	431
Total	21	20	85	21	147	71	178	90	1	340	146	34	9	0	189	5	189	14	5	213	889
03:00 PM	9	9	35	5	58	42	76	53	2	173	54	17	7	3	81	6	91	7	0	104	416
03:15 PM	9	18	43	0	70	41	84	51	3	179	62	18	9	1	90	6	73	8	0	87	426
03:30 PM	18	24	46	7	95	31	97	43	2	173	70	16	6	4	96	4	84	8	0	96	460
03:45 PM	25	21	50	9	105	30	84	57	1	172	64	28	5	3	100	4	86	17	1	108	485
Total	61	72	174	21	328	144	341	204	8	697	250	79	27	11	367	20	334	40	1	395	1787
04:00 PM	8	16	46	6	76	39	88	59	0	186	71	12	11	3	97	4	91	7	0	102	461
04:15 PM	11	13	51	12	87	45	89	56	4	194	58	25	4	2	89	8	98	14	0	120	490
04:30 PM	5	7	52	6	70	37	68	60	1	166	71	22	2	4	99	8	81	9	0	98	433
04:45 PM	12	13	38	7	70	42	81	65	1	189	71	21	8	4	104	1	102	15	0	118	481
Total	36	49	187	31	303	163	326	240	6	735	271	80	25	13	389	21	372	45	0	438	1865
05:00 PM	7	23	64	2	96	40	83	52	1	176	48	27	3	3	81	4	74	7	0	85	438
05:15 PM	5	25	61	5	96	47	82	60	5	194	53	22	2	4	81	6	87	12	1	106	477
05:30 PM	7	15	62	2	86	59	86	60	0	205	62	41	3	4	110	4	79	9	5	97	498
05:45 PM	7	11	45	3	66	69	77	55	0	201	77	30	1	0	108	6	58	10	0	74	449
Total	26	74	232	12	344	215	328	227	6	776	240	120	9	11	380	20	298	38	6	362	1862
06:00 PM	9	22	55	3	89	46	46	49	0	141	73	15	2	1	91	6	74	5	0	85	406
06:15 PM	4	23	45	1	73	29	69	56	0	154	66	22	5	1	94	5	53	4	0	62	383
Grand Total	157	260	778	89	1284	668	1288	866	21	2843	1046	350	77	37	1510	77	1320	146	12	1555	7192
Apprch %	12.2	20.2	60.6	6.9		23.5	45.3	30.5	0.7		69.3	23.2	5.1	2.5		5	84.9	9.4	0.8		
Total %	2.2	3.6	10.8	1.2	17.9	9.3	17.9	12	0.3	39.5	14.5	4.9	1.1	0.5	21	1.1	18.4	2	0.2	21.6	
Lights	146	258	754	0	1158	644	1222	845	0	2711	1019	338	73	0	1430	74	1277	144	0	1495	6794
% Lights	93	99.2	96.9	0	90.2	96.4	94.9	97.6	0	95.4	97.4	96.6	94.8	0	94.7	96.1	96.7	98.6	0	96.1	94.5
Buses	10	1	14	0	25	12	37	2	0	51	6	4	1	0	11	1	25	1	0	27	114
% Buses	6.4	0.4	1.8	0	1.9	1.8	2.9	0.2	0	1.8	0.6	1.1	1.3	0	0.7	1.3	1.9	0.7	0	1.7	1.6
Trucks	0	1	10	0	11	12	29	19	0	60	21	8	3	0	32	2	18	1	0	21	124
% Trucks	0	0.4	1.3	0	0.9	1.8	2.3	2.2	0	2.1	2	2.3	3.9	0	2.1	2.6	1.4	0.7	0	1.4	1.7
Bicycles on Road	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.6	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	6
% Bicycles on Crosswalk	0	0	0	3.4	0.2	0	0	0	9.5	0.1	0	0	0	2.7	0.1	0	0	0	0	0	0.1
Pedestrians	0	0	0	86	86	0	0	0	19	19	0	0	0	36	36	0	0	0	12	12	153
% Pedestrians	0	0	0	96.6	6.7	0	0	0	90.5	0.7	0	0	0	97.3	2.4	0	0	0	100	0.8	2.1

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 24-_NYS_ROUTE_208_AND_NYS_ROUTE_94-_FRIDAY_344145_09-09-2016
Site Code :
Start Date : 9/9/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	18	24	46	7	95	31	97	43	2	173	70	16	6	4	96	4	84	8	0	96	460
03:45 PM	25	21	50	9	105	30	84	57	1	172	64	28	5	3	100	4	86	17	1	108	485
04:00 PM	8	16	46	6	76	39	88	59	0	186	71	12	11	3	97	4	91	7	0	102	461
04:15 PM	11	13	51	12	87	45	89	56	4	194	58	25	4	2	89	8	98	14	0	120	490
Total Volume	62	74	193	34	363	145	358	215	7	725	263	81	26	12	382	20	359	46	1	426	1896
% App. Total	17.1	20.4	53.2	9.4		20	49.4	29.7	1		68.8	21.2	6.8	3.1		4.7	84.3	10.8	0.2		
PHF	.620	.771	.946	.708	.864	.806	.923	.911	.438	.934	.926	.723	.591	.750	.955	.625	.916	.676	.250	.888	.967
Lights	52	73	186	0	311	142	322	210	0	674	254	77	24	0	355	18	348	44	0	410	1750
% Lights	83.9	98.6	96.4	0	85.7	97.9	89.9	97.7	0	93.0	96.6	95.1	92.3	0	92.9	90.0	96.9	95.7	0	96.2	92.3
Buses	10	0	5	0	15	0	30	0	0	30	2	3	1	0	6	1	4	1	0	6	57
% Buses	16.1	0	2.6	0	4.1	0	8.4	0	0	4.1	0.8	3.7	3.8	0	1.6	5.0	1.1	2.2	0	1.4	3.0
Trucks	0	1	2	0	3	3	6	5	0	14	7	1	1	0	9	1	7	1	0	9	35
% Trucks	0	1.4	1.0	0	0.8	2.1	1.7	2.3	0	1.9	2.7	1.2	3.8	0	2.4	5.0	1.9	2.2	0	2.1	1.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
% Bicycles on Crosswalk	0	0	0	5.9	0.6	0	0	0	14.3	0.1	0	0	0	0	0	0	0	0	0	0	0.2
Pedestrians	0	0	0	32	32	0	0	0	6	6	0	0	0	12	12	0	0	0	1	1	51
% Pedestrians	0	0	0	94.1	8.8	0	0	0	85.7	0.8	0	0	0	100	3.1	0	0	0	100	0.2	2.7

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 24-_NYS_ROUTE_208_AND_ROUTE_94-_SATURDAY_344146_09-10-2016
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Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	10	20	34	4	68	42	60	63	2	167	43	14	5	1	63	4	70	12	0	86	384
11:15 AM	9	25	47	3	84	31	54	65	3	153	49	13	1	0	63	6	58	5	0	69	369
11:30 AM	5	21	46	2	74	34	74	53	4	165	46	16	4	4	70	10	80	6	1	97	406
11:45 AM	9	19	47	1	76	50	74	73	5	202	61	24	9	0	94	4	77	5	0	86	458
Total	33	85	174	10	302	157	262	254	14	687	199	67	19	5	290	24	285	28	1	338	1617
12:00 PM	14	15	34	1	64	33	54	61	1	149	73	23	6	1	103	6	55	8	0	69	385
12:15 PM	5	23	46	0	74	33	61	58	0	152	45	20	10	4	79	9	61	3	0	73	378
12:30 PM	9	18	51	0	78	35	60	56	1	152	44	10	2	2	58	12	70	7	1	90	378
12:45 PM	11	19	42	1	73	39	66	49	2	156	44	10	7	1	62	4	48	11	1	64	355
Total	39	75	173	2	289	140	241	224	4	609	206	63	25	8	302	31	234	29	2	296	1496
01:00 PM	7	14	37	0	58	41	72	62	0	175	68	26	7	2	103	2	57	6	0	65	401
01:15 PM	5	20	28	4	57	35	63	72	1	171	44	20	5	2	71	10	77	15	1	103	402
01:30 PM	8	20	31	1	60	43	66	66	0	175	56	12	6	6	80	5	48	11	0	64	379
01:45 PM	7	21	30	0	58	36	60	55	4	155	49	32	6	8	95	5	60	10	0	75	383
Total	27	75	126	5	233	155	261	255	5	676	217	90	24	18	349	22	242	42	1	307	1565
02:00 PM	6	20	37	0	63	26	61	49	0	136	47	25	4	4	80	9	55	2	0	66	345
02:15 PM	6	16	48	1	71	40	78	53	3	174	52	18	7	1	78	1	59	6	0	66	389
02:30 PM	7	18	30	2	57	30	46	54	2	132	71	21	3	0	95	6	62	6	0	74	358
02:45 PM	9	28	41	1	79	40	58	71	3	172	48	18	5	2	73	2	60	11	1	74	398
Total	28	82	156	4	270	136	243	227	8	614	218	82	19	7	326	18	236	25	1	280	1490
Grand Total	127	317	629	21	1094	588	1007	960	31	2586	840	302	87	38	1267	95	997	124	5	1221	6168
Apprch %	11.6	29	57.5	1.9		22.7	38.9	37.1	1.2		66.3	23.8	6.9	3		7.8	81.7	10.2	0.4		
Total %	2.1	5.1	10.2	0.3	17.7	9.5	16.3	15.6	0.5	41.9	13.6	4.9	1.4	0.6	20.5	1.5	16.2	2	0.1	19.8	
Lights	127	315	616	0	1058	580	983	953	0	2516	833	296	87	0	1216	95	973	122	0	1190	5980
% Lights	100	99.4	97.9	0	96.7	98.6	97.6	99.3	0	97.3	99.2	98	100	0	96	100	97.6	98.4	0	97.5	97
Buses	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	7
% Buses	0	0	0.3	0	0.2	0	0.3	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Trucks	0	1	11	0	12	8	18	6	0	32	7	6	0	0	13	0	21	2	0	23	80
% Trucks	0	0.3	1.7	0	1.1	1.4	1.8	0.6	0	1.2	0.8	2	0	0	1	0	2.1	1.6	0	1.9	1.3
Bicycles on Road	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	6
% Bicycles on Road	0	0.3	0	0	0.1	0	0.3	0.1	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Bicycles on Crosswalk	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
% Bicycles on Crosswalk	0	0	0	9.5	0.2	0	0	0	3.2	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	19	19	0	0	0	30	30	0	0	0	38	38	0	0	0	5	5	92
% Pedestrians	0	0	0	90.5	1.7	0	0	0	96.8	1.2	0	0	0	100	3	0	0	0	100	0.4	1.5

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 24-_NYS_ROUTE_208_AND_ROUTE_94-_SATURDAY_344146_09-10-2016
Site Code :
Start Date : 9/10/2016
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	5	21	46	2	74	34	74	53	4	165	46	16	4	4	70	10	80	6	1	97	406
11:45 AM	9	19	47	1	76	50	74	73	5	202	61	24	9	0	94	4	77	5	0	86	458
12:00 PM	14	15	34	1	64	33	54	61	1	149	73	23	6	1	103	6	55	8	0	69	385
12:15 PM	5	23	46	0	74	33	61	58	0	152	45	20	10	4	79	9	61	3	0	73	378
Total Volume	33	78	173	4	288	150	263	245	10	668	225	83	29	9	346	29	273	22	1	325	1627
% App. Total	11.5	27.1	60.1	1.4		22.5	39.4	36.7	1.5		65	24	8.4	2.6		8.9	84	6.8	0.3		
PHF	.589	.848	.920	.500	.947	.750	.889	.839	.500	.827	.771	.865	.725	.563	.840	.725	.853	.688	.250	.838	.888
Lights	33	78	170	0	281	149	259	243	0	651	224	81	29	0	334	29	270	22	0	321	1587
% Lights	100	100	98.3	0	97.6	99.3	98.5	99.2	0	97.5	99.6	97.6	100	0	96.5	100	98.9	100	0	98.8	97.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	3	0	3	1	3	2	0	6	1	2	0	0	3	0	2	0	0	2	14
% Trucks	0	0	1.7	0	1.0	0.7	1.1	0.8	0	0.9	0.4	2.4	0	0	0.9	0	0.7	0	0	0.6	0.9
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Bicycles on Road	0	0	0	0	0	0	0.4	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.3	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	10	10	0	0	0	9	9	0	0	0	1	1	24
% Pedestrians	0	0	0	100	1.4	0	0	0	100	1.5	0	0	0	100	2.6	0	0	0	100	0.3	1.5

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 24-_NYS_ROUTE_208_AND_ROUTE_94-SUNDAY_344147_09-11-2016
Site Code :
Start Date : 9/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Tctal	Int. Total
11:00 AM	11	24	35	0	70	19	42	49	0	110	39	11	5	3	58	5	64	5	0	74	312
11:15 AM	9	34	80	2	125	19	51	41	2	113	51	16	4	2	73	3	48	4	2	57	368
11:30 AM	20	25	55	0	100	64	78	67	0	209	42	14	5	0	61	3	80	9	0	92	462
11:45 AM	7	20	40	0	67	107	88	60	0	255	35	26	3	0	64	3	93	13	0	109	495
Total	47	103	210	2	362	209	259	217	2	687	167	67	17	5	256	14	285	31	2	332	1637
12:00 PM	6	17	32	1	56	47	67	63	2	179	50	18	6	3	77	9	88	7	0	104	416
12:15 PM	9	26	36	0	71	56	62	54	0	172	37	15	9	0	61	3	75	4	0	82	386
12:30 PM	5	22	29	0	56	32	49	49	0	130	59	14	2	1	76	9	67	4	0	80	342
12:45 PM	10	24	53	1	88	31	49	59	2	141	47	22	3	0	72	4	54	1	0	59	360
Total	30	89	150	2	271	166	227	225	4	622	193	69	20	4	286	25	284	16	0	325	1504
01:00 PM	10	26	87	2	125	43	44	47	4	138	44	18	6	3	71	2	74	6	3	85	419
01:15 PM	7	16	49	1	73	36	61	44	0	141	59	25	7	1	92	10	92	6	0	108	414
01:30 PM	10	24	36	3	73	53	65	65	0	183	42	26	3	0	71	2	70	4	0	76	403
01:45 PM	1	10	37	1	49	41	58	58	0	157	53	19	4	0	76	1	67	4	0	72	354
Total	28	76	209	7	320	173	228	214	4	619	198	88	20	4	310	15	303	20	3	341	1590
02:00 PM	6	13	28	1	48	33	66	56	1	156	32	21	4	2	59	2	44	5	0	51	314
02:15 PM	7	19	33	0	59	28	44	54	3	129	36	24	4	0	64	4	54	5	0	63	315
02:30 PM	5	23	35	1	64	37	59	56	0	152	42	16	2	0	60	6	54	10	0	70	346
02:45 PM	3	16	32	0	51	32	46	56	2	136	49	15	3	0	67	8	53	4	0	65	319
Total	21	71	128	2	222	130	215	222	6	573	159	76	13	2	250	20	205	24	0	249	1294
Grand Total	126	339	697	13	1175	678	929	878	16	2501	717	300	70	15	1102	74	1077	91	5	1247	6025
Apprch %	10.7	28.9	59.3	1.1		27.1	37.1	35.1	0.6		65.1	27.2	6.4	1.4		5.9	86.4	7.3	0.4		
Total %	2.1	5.6	11.6	0.2	19.5	11.3	15.4	14.6	0.3	41.5	11.9	5	1.2	0.2	18.3	1.2	17.9	1.5	0.1	20.7	
Lights	126	336	694	0	1156	672	921	867	0	2460	715	293	69	0	1077	74	1067	90	0	1231	5924
% Lights	100	99.1	99.6	0	98.4	99.1	99.1	98.7	0	98.4	99.7	97.7	98.6	0	97.7	100	99.1	98.9	0	98.7	98.3
Buses	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
% Buses	0	0	0.1	0	0.1	0	0	0.1	0	0	0	0.7	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	3	2	0	5	6	6	4	0	16	2	0	1	0	3	0	10	0	0	10	34
% Trucks	0	0.9	0.3	0	0.4	0.9	0.6	0.5	0	0.6	0.3	0	1.4	0	0.3	0	0.9	0	0	0.8	0.6
Bicycles on Road	0	0	0	0	0	0	2	6	0	8	0	5	0	0	5	0	0	1	0	1	14
% Bicycles on Road	0	0	0	0	0	0	0.2	0.7	0	0.3	0	1.7	0	0	0.5	0	0	1.1	0	0.1	0.2
Bicycles on Crosswalk	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	15.4	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	11	11	0	0	0	16	16	0	0	0	15	15	0	0	0	5	5	47
% Pedestrians	0	0	0	84.6	0.9	0	0	0	100	0.6	0	0	0	100	1.4	0	0	0	100	0.4	0.8

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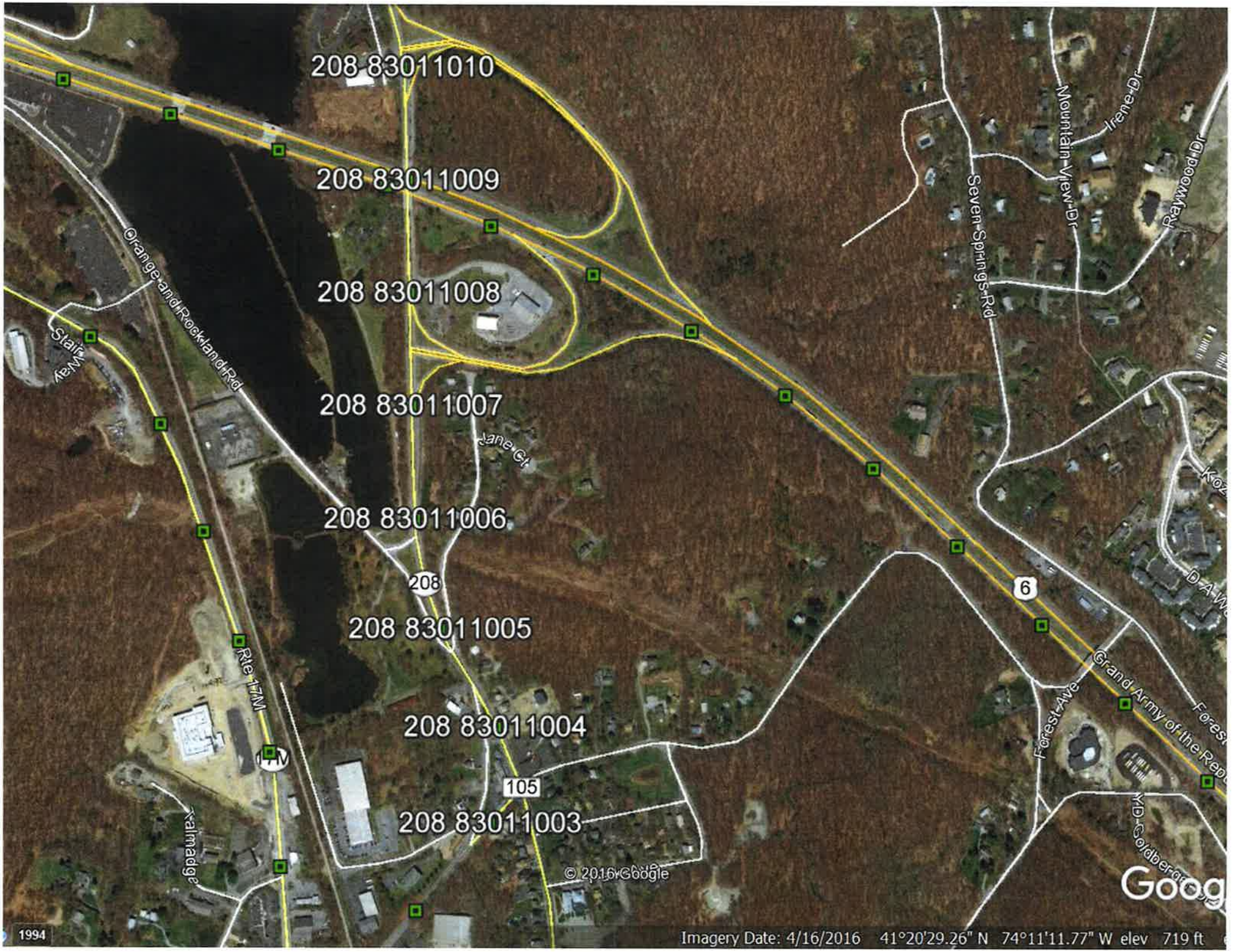
Page No : 2

	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	20	25	55	0	100	64	78	67	0	209	42	14	5	0	61	3	80	9	0	92	462
11:45 AM	7	20	40	0	67	107	88	60	0	255	35	26	3	0	64	3	93	13	0	109	495
12:00 PM	6	17	32	1	56	47	67	63	2	179	50	18	6	3	77	9	88	7	0	104	416
12:15 PM	9	26	36	0	71	56	62	54	0	172	37	15	9	0	61	3	75	4	0	82	386
Total Volume	42	88	163	1	294	274	295	244	2	815	164	73	23	3	263	18	336	33	0	387	1759
% App. Total	14.3	29.9	55.4	0.3		33.6	36.2	29.9	0.2		62.4	27.8	8.7	1.1		4.7	86.8	8.5	0		
PHF	.525	.846	.741	.250	.735	.640	.838	.910	.250	.799	.820	.702	.639	.250	.854	.500	.903	.635	.000	.888	.888
Lights	42	87	163	0	292	270	291	236	0	797	163	73	22	0	258	18	333	33	0	384	1731
% Lights	100	98.9	100	0	99.3	98.5	98.6	96.7	0	97.8	99.4	100	95.7	0	98.1	100	99.1	100	0	99.2	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	0	0	1	4	4	2	0	10	1	0	1	0	2	0	3	0	0	3	16
% Trucks	0	1.1	0	0	0.3	1.5	1.4	0.8	0	1.2	0.6	0	4.3	0	0.8	0	0.9	0	0	0.8	0.9
Bicycles on Road	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6
% Bicycles on Road	0	0	0	0	0	0	0	2.5	0	0.7	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	5
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	1.1	0	0	0	0	0	0.3

CLOVEWOOD

APPENDIX F

ACCIDENT TABLES
ACCIDENT DATA
COLLISION DIAGRAMS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Jane Ct
Seven Springs Rd
Mountain View Dr
Irene Dr
Doomary Dr
Rte 17M
17M
208
105
6
Forest Ave
Grand Army of the Repu
Valmadge
© 2016 Google
1994
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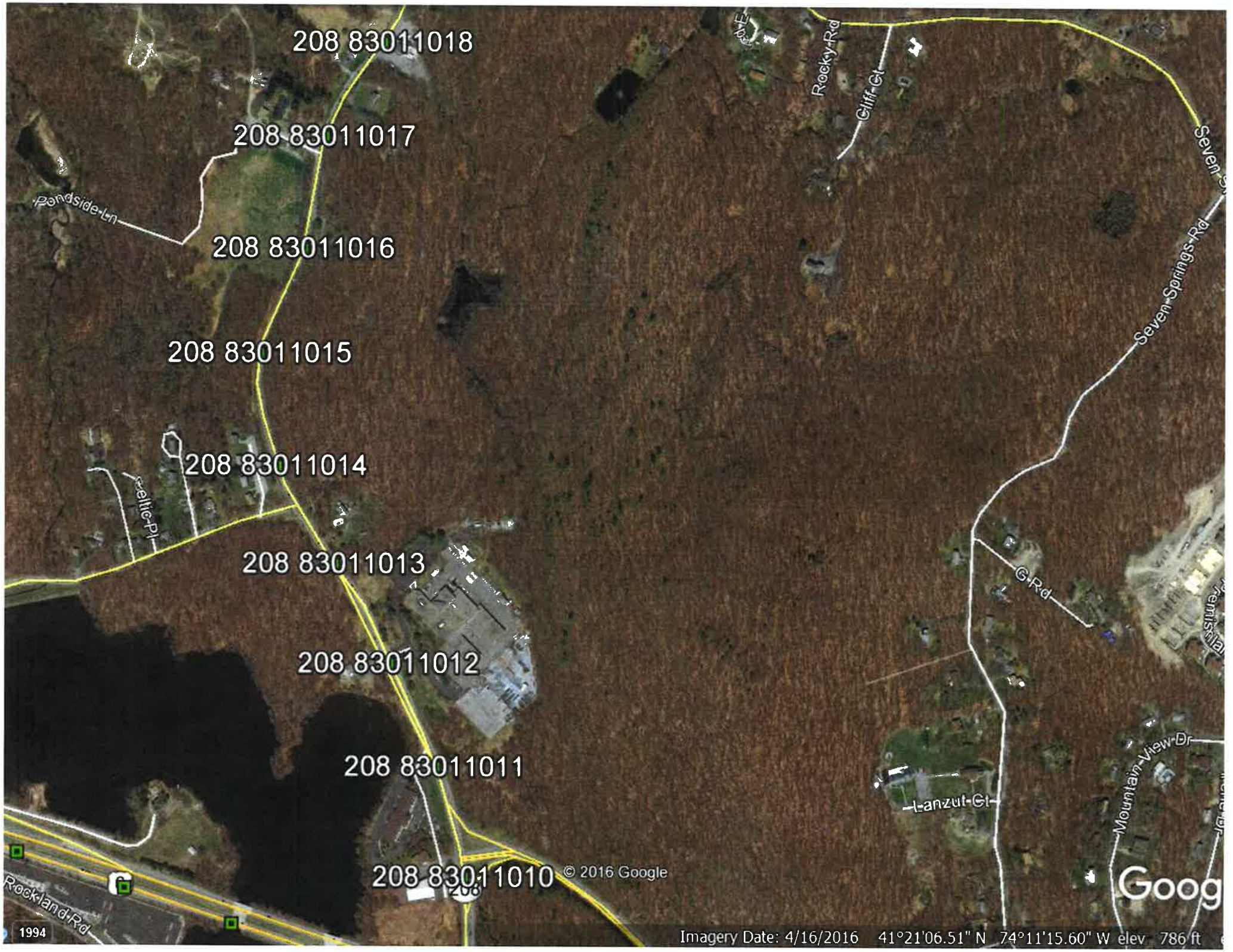
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Pondside Ln
Rocky Rd
Cliff Ct
Seven Springs Rd
Celtic Pl
G Rd
Mountain View Dr
Lanzul Ct
Rockland Rd
© 2016 Google
1994
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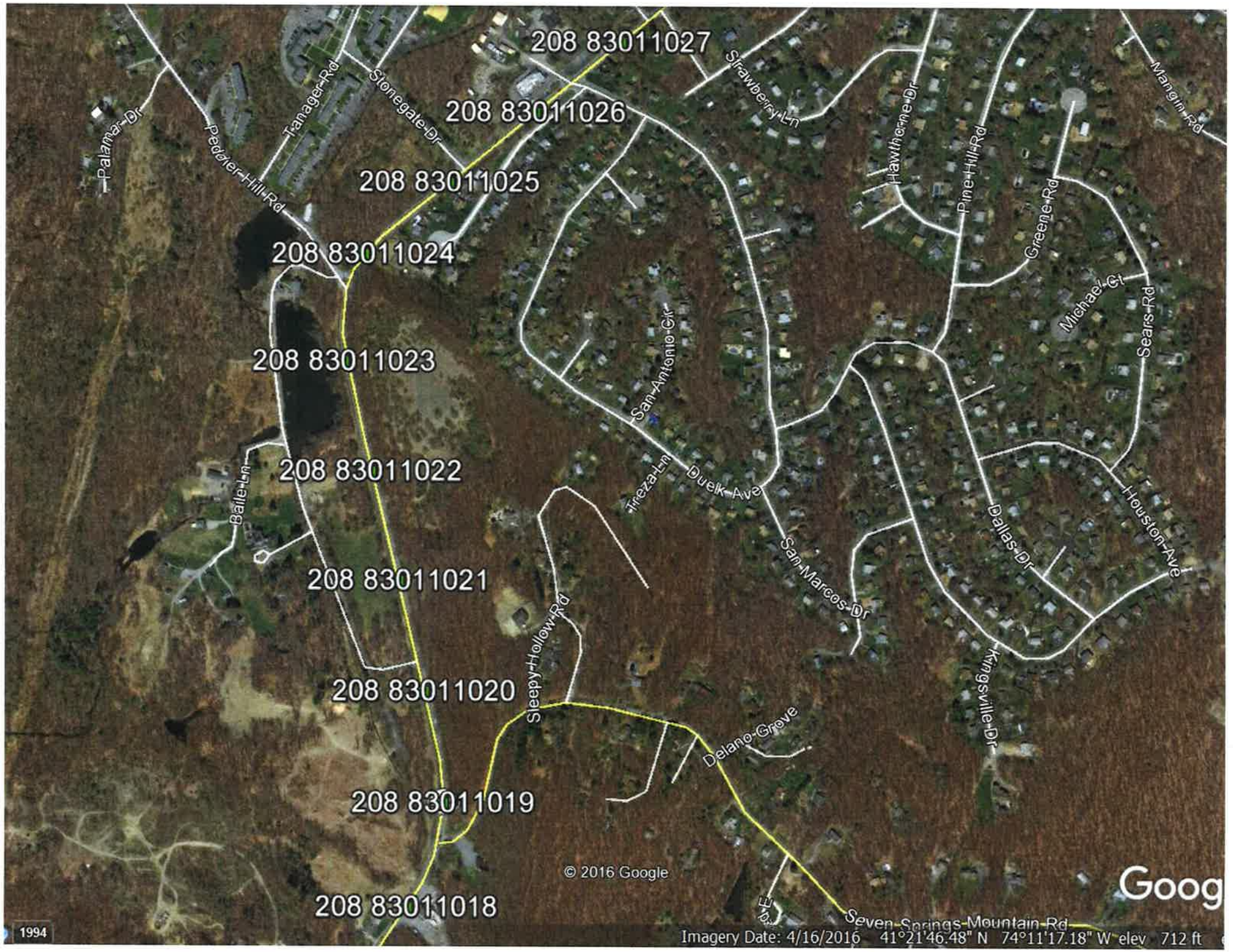
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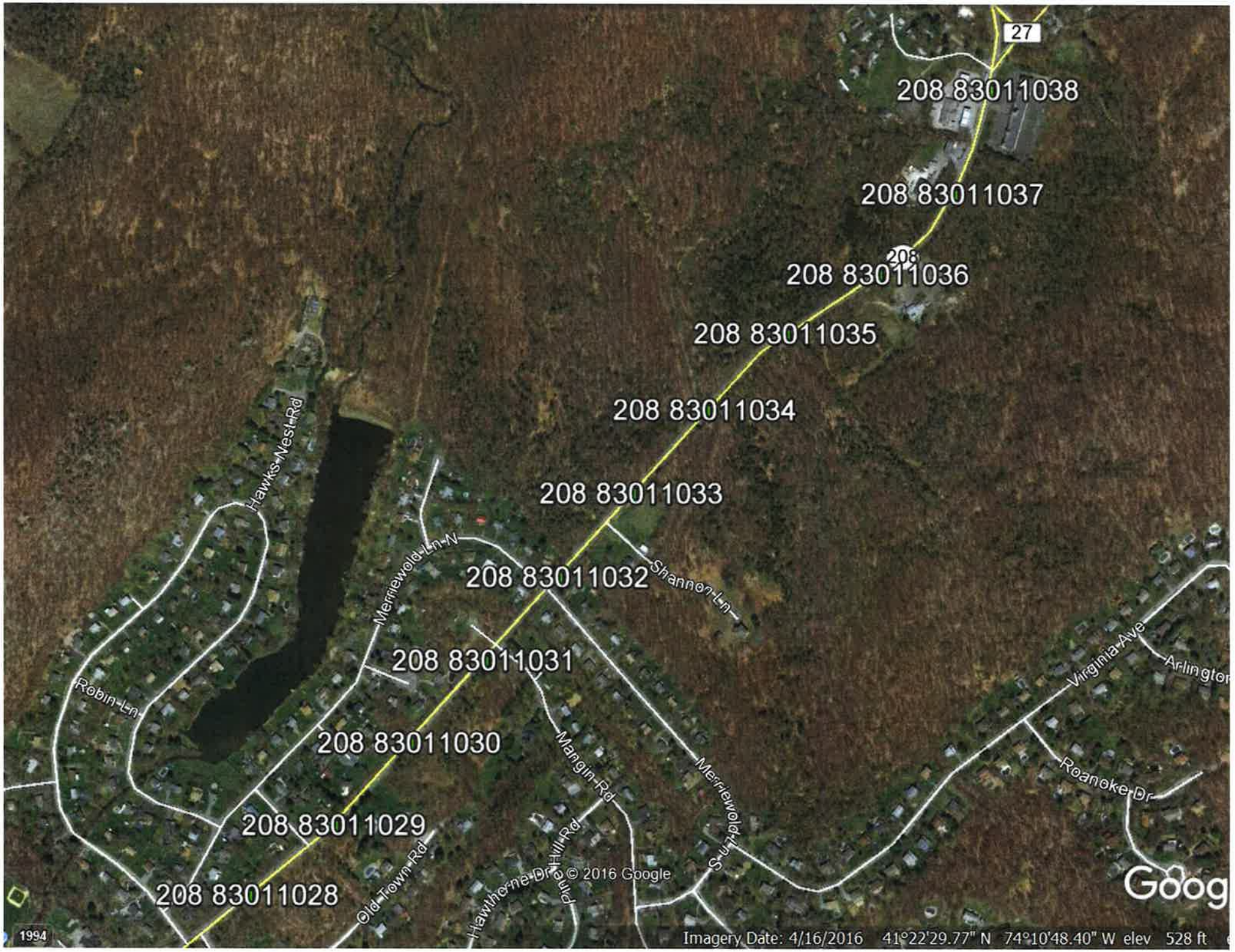
208 83011023
208 83011022
208 83011021
208 83011020
208 83011019
208 83011018
Palazar Dr
Peddler Hill Rd
Tanager Rd
Stonegate Dr
Strawberry Ln
Hawthorne Dr
Pine Hill Rd
Greene Rd
Mangin Rd
Michael Ct
Sears Rd
San Antonio Ct
Treza Ln
Duelk Ave
San Marcos Dr
Dallas Dr
Houston Ave
Kingsville Dr
Baile Ln
Sleepy Hollow Rd
Delano Grove
Seven Springs Mountain Rd
© 2016 Google
Imagery Date: 4/16/2016 41°21'46.48" N 74°11'17.18" W elev 712 ft
1994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208 83011029
208 83011028
Hawks Nest Rd
Merriewold Ln N
Shannon Ln
Robin Ln
Mangin Rd
Old Town Rd
Hawthorne Dr
Hill Rd
Merriewold Ln S
Virginia Ave
Roanoke Dr
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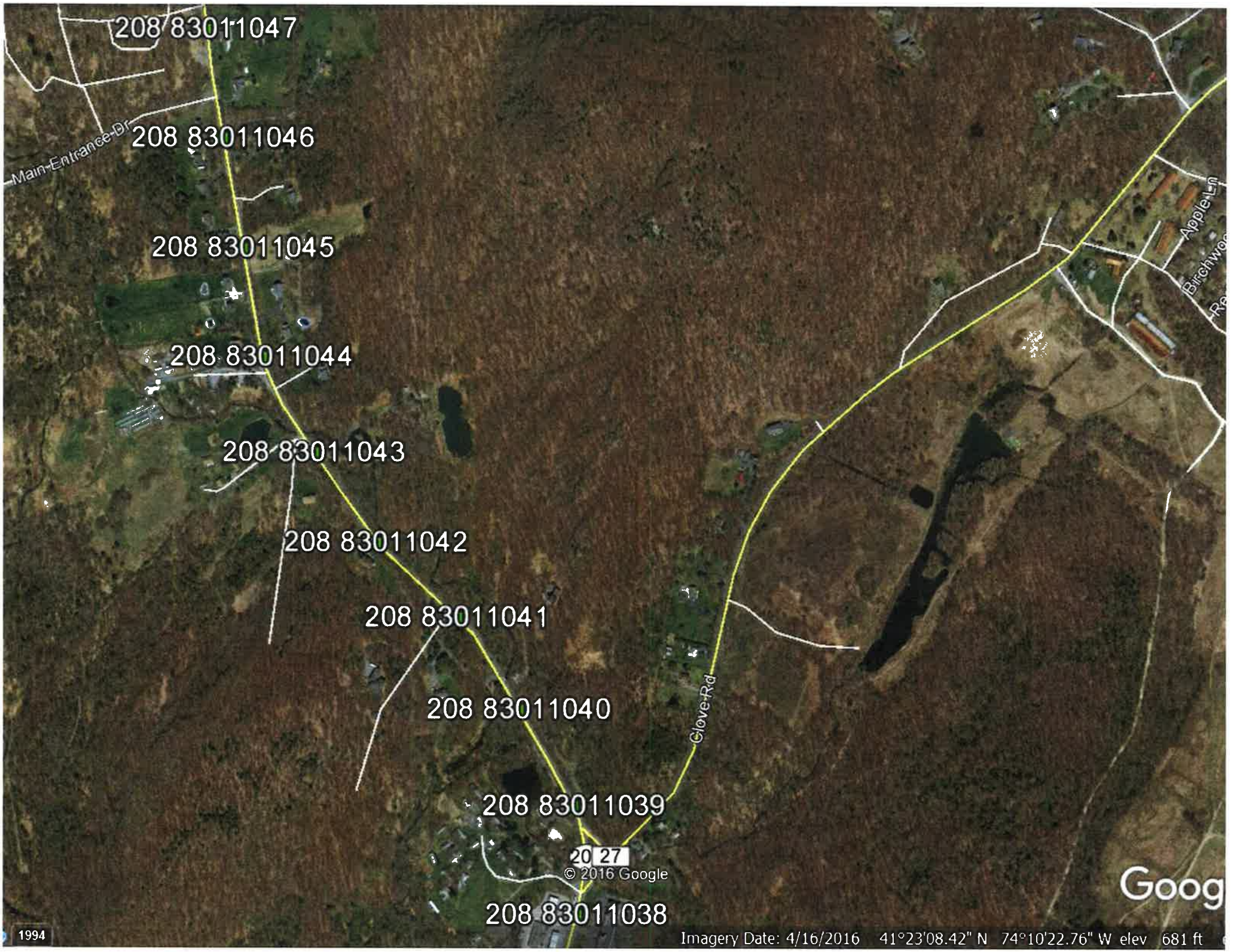
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Main Entrance Dr
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208 83011040
208 83011039
208 83011038
Clove Rd
20 27
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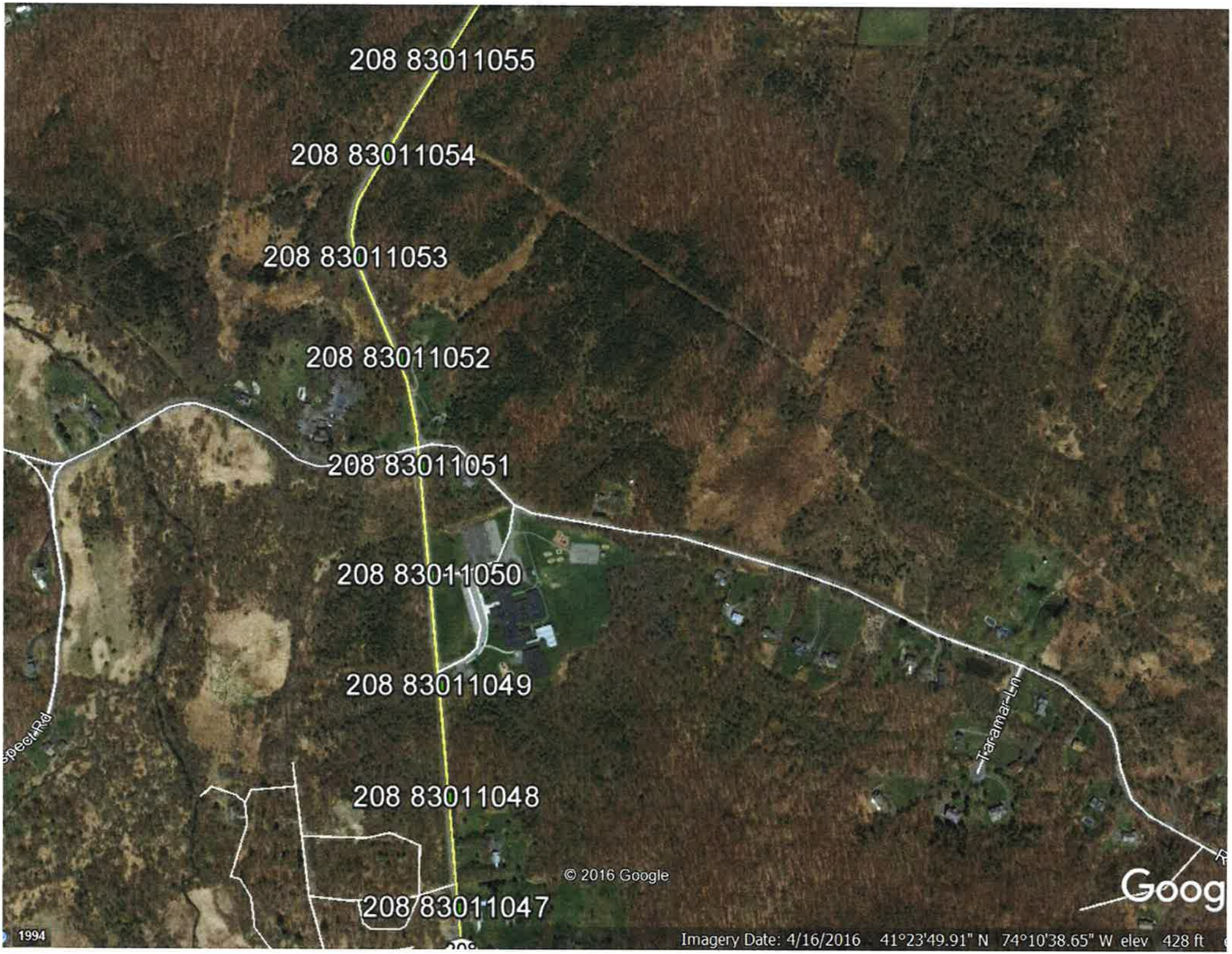
Imagery Date: 4/16/2016 41°23'08.42" N 74°10'22.76" W elev 681 ft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208 83011050
208 83011049
208 83011048
208 83011047
Spec Rd
Tamarack Ln
© 2016 Google
Goog
1994
Imagery Date: 4/16/2016 41°23'49.91" N 74°10'38.65" W elev 428 ft

208 83011064
208 83011063
208 83011062
208 83011061
208 83011060
208 83011059
208 83011058
208 83011057
208 83011056
208 83011055
Meadow Ave
Billy Ave
Herton Rd
Rena Marie Cir
Daley Ln
Amy Rd
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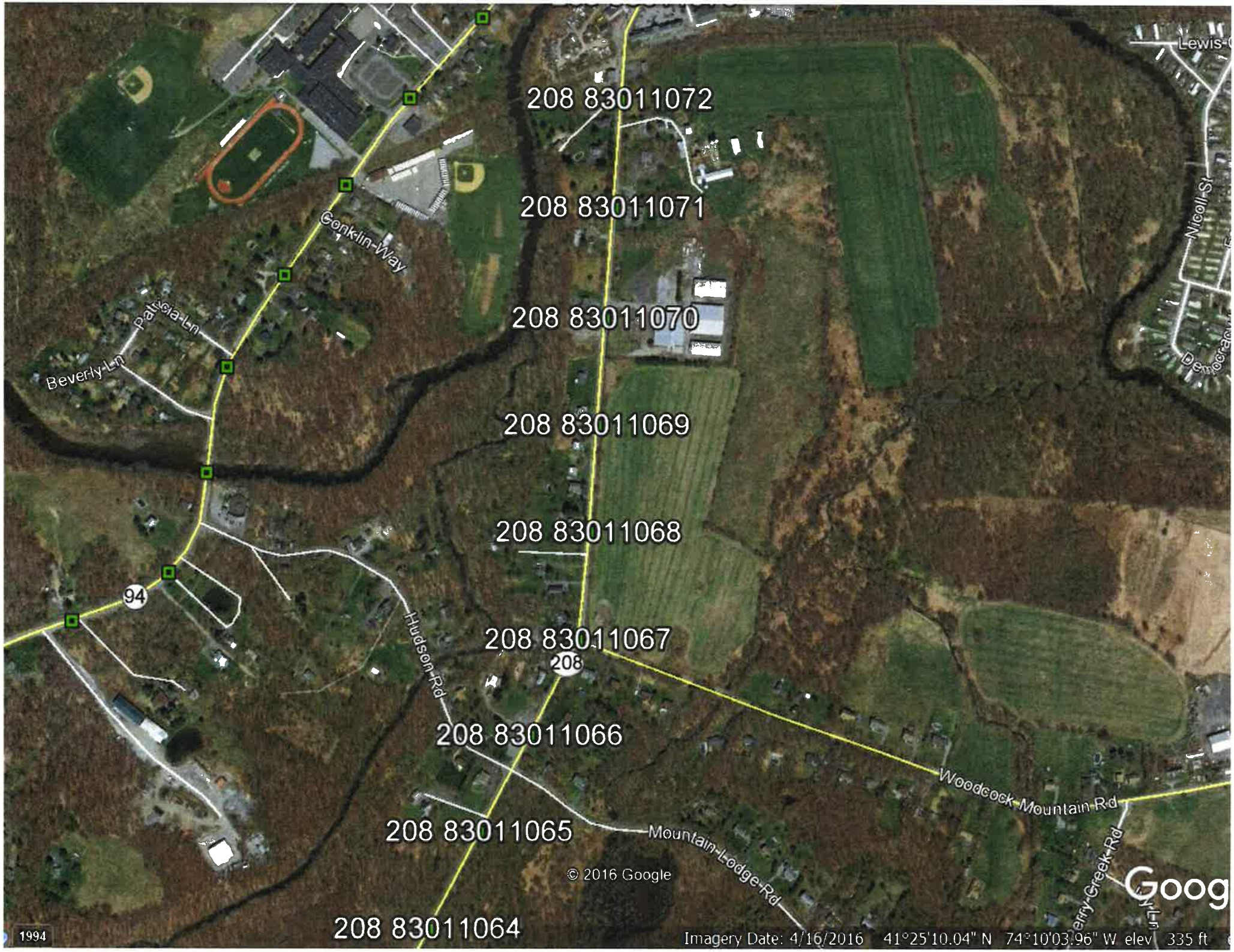
Imagery Date: 4/16/2016 41°24'30.73" N 74°10'36.24" W elev 504 ft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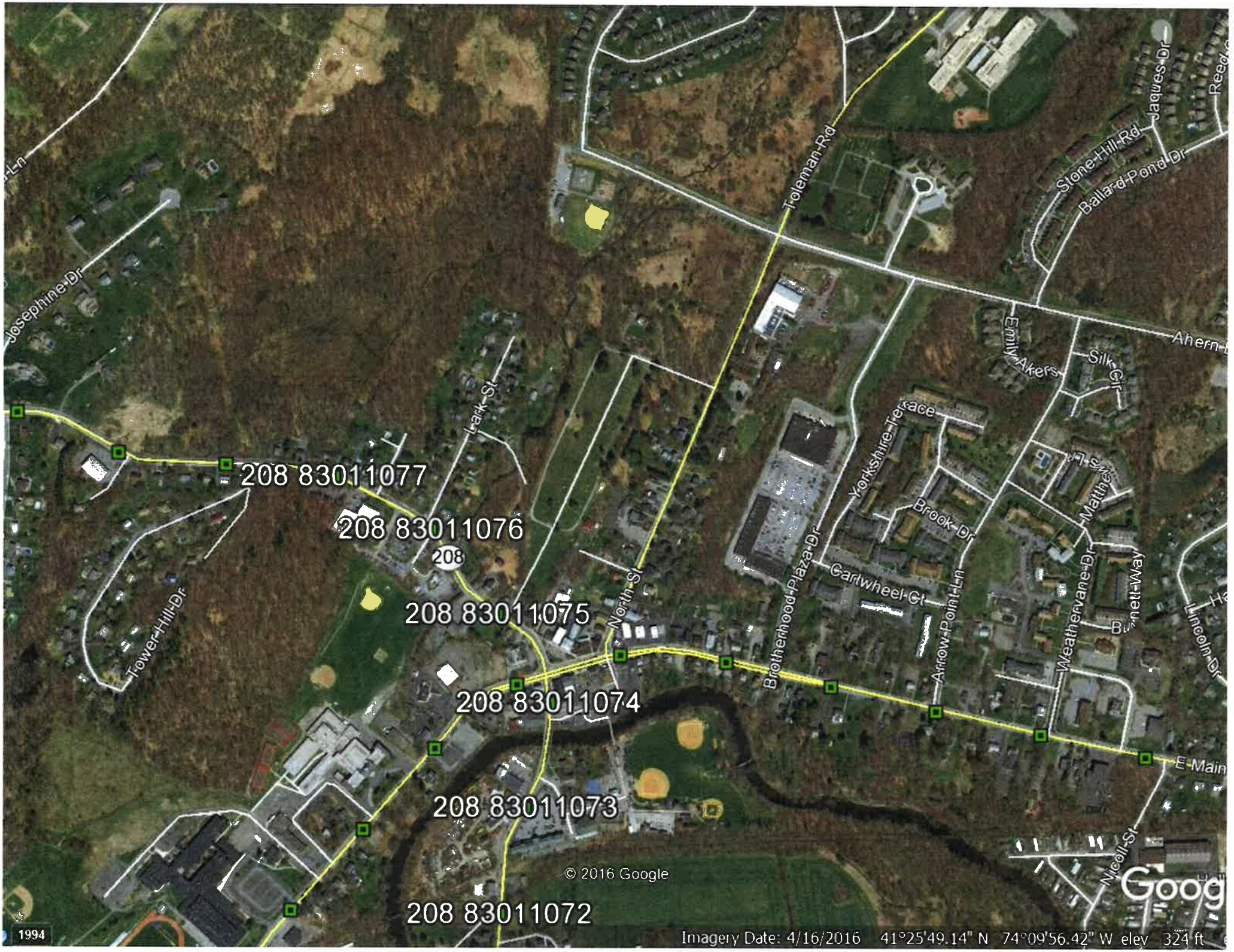
208 83011065
208 83011064
Conklin Way
Patricia Ln
Beverly Ln
Hudson Rd
Woodcock Mountain Rd
Mountain Lodge Rd
Nicoll St
94
208
© 2016 Google
1994
Imagery Date: 4/16/2016 41°25'10.04" N 74°10'03.96" W elev 335 ft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Toleman Rd
Stone Hill Rd
Ballard Pond Dr
Jaques Dr
Josephine Dr
Ahern
Emily Akers
Silk Cir
Lark St
Yorkshire Terrace
Brook Dr
Matthews
North St
Brotherhood Plaza Dr
Cartwheel Ct
Arrow Point Ln
Weathervane Dr
Burnett Way
Lincoln Dr
Tower Hill Dr
E Main
Nicoll St
208
© 2016 Google
Imagery Date: 4/16/2016 41°25'49.14" N 74°09'56.42" W elev 324 ft
1994

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
1	208 8301 1003	Non-Intersection Accidents	03/18/13	6:50 PM	None	PDO & I	2-1	Dark-Road Unlighted	Snow/Ice	Snow	Head On	Pavement Slippery
2	208 8301 1003	Non-Intersection Accidents	06/27/13	10:50 AM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
3	208 8301 1003	Non-Intersection Accidents	08/22/13	8:55 AM	None	N/R	2-0	Daylight	Wet	Rain	Rear End	Driver Inattention
4	208 8301 1003	Non-Intersection Accidents	03/07/14	10:52 AM	None	PDO	2-0	Daylight	Dry	Clear	Right Turn	Driver Inattention
5	208 8301 1003	Non-Intersection Accidents	07/13/14	5:50 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
6	208 8301 1003	Non-Intersection Accidents	11/10/14	8:11 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Clear	Sideswipe	Driver Inattention
7	208 8301 1003	Non-Intersection Accidents	01/30/15	2:45 PM	None	N/R	2-0	Daylight	Wet	Cloudy	Rear End	Following Too Closely, Driver Inattention
8	208 8301 1003	Non-Intersection Accidents	02/23/15	4:01 PM	None	PDO & I	3-1	Daylight	Dry	Clear	Other	Following Too Closely, Brakes Defective
9	208 8301 1003	Non-Intersection Accidents	02/23/15	6:35 AM	Yield Sign	N/R	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Following Too Closely
10	208 8301 1003	Non-Intersection Accidents	07/24/15	3:04 PM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
11	208 8301 1003	Non-Intersection Accidents	07/30/15	6:23 PM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
12	208 8301 1003	Non-Intersection Accidents	10/17/15	12:17 PM	Yield Sign	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
13	208 8301 1003	Non-Intersection Accidents	12/01/15	5:27 PM	Traffic Signal	N/R	2-0	Dark-Road Lighted	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
14	208 8301 1003	Non-Intersection Accidents	12/09/15	1:11 PM	None	PDO	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
15	208 8301 1003	Non-Intersection Accidents	12/15/15	9:05 AM	Yield Sign	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
16	208 8301 1004	Non-Intersection Accidents	03/11/13	6:50 PM	None	N/R	2-0	Daylight	Dry	Clear	Left Turn	Turning Improper
17	208 8301 1004	Non-Intersection Accidents	04/04/13	5:00 PM	None	PDO	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
18	208 8301 1004	Non-Intersection Accidents	04/24/13	7:05 PM	None	N/R	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
19	208 8301 1004	Non-Intersection Accidents	04/24/13	10:09 AM	None	PDO & I	2-1	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way
20	208 8301 1004	Non-Intersection Accidents	06/05/13	6:28 PM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
21	208 8301 1004	Non-Intersection Accidents	06/15/13	11:13 AM	olice/Fire Emergen	N/R	2-0	Daylight	Dry	Clear	Rear End	View Obstructed/Limited, Driver Inattention
22	208 8301 1004	Non-Intersection Accidents	06/23/13	12:59 PM	None	N/R	2-0	Daylight	Dry	Clear	Right Angle	Backing Unsafely
23	208 8301 1004	Non-Intersection Accidents	07/26/13	4:12 PM	None	N/R	2-0	Daylight	Dry	Clear	Right Angle	Driver Inattention
24	208 8301 1004	Non-Intersection Accidents	10/21/13	7:50 PM	None	N/R	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
25	208 8301 1004	Non-Intersection Accidents	10/22/13	6:50 PM	None	N/R	2-0	Dusk	Dry	Clear	Left Turn	Driver Inattention
26	208 8301 1004	Non-Intersection Accidents	11/07/13	5:15 PM	None	PDO & I	2-2	Daylight	Dry	Clear	Rear End	Driver Inattention
27	208 8301 1004	Non-Intersection Accidents	11/18/13	6:04 PM	None	PDO	2-0	Dark-Road Unlighted	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
28	208 8301 1004	Non-Intersection Accidents	11/20/13	6:29 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Clear	Overtaking	Failure To Yield Right Of Way,Turning Improper
29	208 8301 1004	Non-Intersection Accidents	11/23/13	11:37 AM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
30	208 8301 1004	Non-Intersection Accidents	02/03/14	10:29 AM	None	N/R	1-0	Daylight	Snow/Ice	Snow	Other	Driver Inattention
31	208 8301 1004	Non-Intersection Accidents	03/25/14	7:35 PM	None	PDO	2-0	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way, Driver Inattention
32	208 8301 1004	Non-Intersection Accidents	06/08/14	5:03 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
33	208 8301 1004	Non-Intersection Accidents	06/11/14	11:00 AM	None	PDO	2-0	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
34	208 8301 1004	Non-Intersection Accidents	06/21/14	2:19 PM	None	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
35	208 8301 1004	Non-Intersection Accidents	07/08/14	9:00 PM	None	N/R	1-0	Dark-Road Lighted	Dry	Clear	Other	Unknown
36	208 8301 1004	Non-Intersection Accidents	07/11/14	3:03 PM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Backing Unsafely
37	208 8301 1004	Non-Intersection Accidents	10/02/14	1:32 PM	None	I	2-1	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way, Driver Inattention
38	208 8301 1004	Non-Intersection Accidents	11/05/14	4:24 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
39	208 8301 1004	Non-Intersection Accidents	12/18/14	5:09 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Sideswipe	Alcohol Involvement, Failure To Keep Right
40	208 8301 1004	Non-Intersection Accidents	12/30/14	7:43 AM	None	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention
41	208 8301 1004	Non-Intersection Accidents	01/08/15	8:30 PM	Traffic Signal	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Alcohol Involvement,Passing Or Lane Usage Improperly
42	208 8301 1004	Non-Intersection Accidents	01/29/15	2:55 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Head On	Passing Or Lane Usage Improperly,Turning Improper
43	208 8301 1004	Non-Intersection Accidents	05/21/15	4:20 PM	Traffic Signal	I	3-1	Daylight	Dry	Cloudy	Other	Following Too Closely
44	208 8301 1004	Non-Intersection Accidents	06/29/15	12:53 PM	None	PDO	2-0	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
45	208 8301 1004	Non-Intersection Accidents	07/03/15	11:15 AM	None	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Turning Improper, Driver Inattention
46	208 8301 1004	Non-Intersection Accidents	07/27/15	7:00 PM	None	N/R	1-0	Daylight	Dry	Clear	Other	Driver Inattention, Driver Inexperience
47	208 8301 1004	Non-Intersection Accidents	10/29/15	6:00 PM	None	N/R	2-0	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way, Driver Inattention
48	208 8301 1004	Non-Intersection Accidents	12/31/15	10:55 AM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
49	208 8301 1004	Schunnemunk St-Intersection Acc.	01/21/13	3:42 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way, Turning Improper
50	208 8301 1004	Schunnemunk St-Intersection Acc.	07/21/13	4:12 PM	None	PDO	2-0	Daylight	Dry	Clear	Sideswipe	Driver Inattention
51	208 8301 1004	Schunnemunk St-Intersection Acc.	07/29/13	8:45 AM	None	PDO & I	2-2	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way, Driver Inattention
52	208 8301 1004	Schunnemunk St-Intersection Acc.	08/18/13	8:50 PM	None	N/R	2-0	Dark-Road Lighted	Dry	Clear	Sideswipe	Passing Too Closely
53	208 8301 1004	Schunnemunk St-Intersection Acc.	08/28/13	8:00 AM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
54	208 8301 1004	Schunnemunk St-Intersection Acc.	11/10/13	6:35 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
55	208 8301 1004	Schunnemunk St-Intersection Acc.	11/26/13	6:06 PM	Yield Sign	N/R	2-0	Dark-Road Lighted	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
56	208 8301 1004	Schunnemunk St-Intersection Acc.	06/02/14	7:50 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Overtaking	Passing Or Lane Usage Improperly
57	208 8301 1004	Schunnemunk St-Intersection Acc.	06/08/14	5:10 PM	Traffic Signal	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Driver Inattention
58	208 8301 1004	Schunnemunk St-Intersection Acc.	06/22/14	4:10 PM	Traffic Signal	N/R	3-0	Daylight	Dry	Clear	Other	Driver Inattention
59	208 8301 1004	Schunnemunk St-Intersection Acc.	08/21/14	8:50 AM	None	N/R	2-0	Daylight	Dry	Clear	Right Angle	Driver Inattention
60	208 8301 1004	Schunnemunk St-Intersection Acc.	09/02/14	4:53 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
61	208 8301 1004	Schunnemunk St-Intersection Acc.	11/05/14	2:35 PM	None	PDO	2-0	Daylight	Dry	Clear	Left Turn	Driver Inattention
62	208 8301 1004	Schunnemunk St-Intersection Acc.	11/11/14	6:48 PM	Traffic Signal	N/R	2-0	Dark-Road Lighted	Dry	Cloudy	Rear End	Following Too Closely
63	208 8301 1004	Schunnemunk St-Intersection Acc.	01/29/15	12:40 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
64	208 8301 1004	Schunnemunk St-Intersection Acc.	04/13/15	2:45 PM	None	PDO	2-0	Unknown	Dry	Clear	Unknown	Unknown
65	208 8301 1004	Schunnemunk St-Intersection Acc.	06/29/15	12:40 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
66	208 8301 1004	Schunnemunk St-Intersection Acc.	10/26/15	6:53 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Clear	Right Angle	View Obstructed/Limited,Failure Too Yield R.O.W.
67	208 8301 1004	Schunnemunk St-Intersection Acc.	10/29/15	12:22 AM	Traffic Signal	PDO	1-0	Dark-Road Lighted	Wet	Cloudy	Other	Fatigued/Drowsy, Passing Or Lane Usage Improperly
68	208 8301 1004	Schunnemunk St-Intersection Acc.	11/12/15	6:57 PM	No Passing Zone	N/R	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
69	208 8301 1004	Schunnemunk St-Intersection Acc.	11/27/15	10:45 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	N/A
70	208 8301 1005	Non-Intersection Accidents	05/12/13	1:09 AM	No Passing Zone	PDO & I	2-1	Dark-Road Lighted	Dry	Cloudy	Left Turn	Alcohol Involvement, Failure To Yield Right Of Way
71	208 8301 1005	Non-Intersection Accidents	08/13/15	3:17 PM	None	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Failure To Yield Right Of Way, Unsafe Speed
72	208 8301 1005	Ramp To 17-Intersection Accidents	01/25/13	3:30 PM	None	I	2-2	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
73	208 8301 1005	Ramp To 17-Intersection Accidents	08/11/14	2:00 PM	Yield Sign	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
74	208 8301 1006	Non-Intersection Accidents	05/06/13	6:30 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
75	208 8301 1006	Non-Intersection Accidents	11/14/14	10:45 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
76	208 8301 1006	Non-Intersection Accidents	12/09/15	4:53 PM	None	PDO & I	2-1	Dark-Road Lighted	Dry	Clear	Right Turn	Failure To Yield Right Of Way, Driver Inattention
77	208 8301 1007	Non-Intersection Accidents	01/14/13	6:40 PM	Traffic Signal	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Left Turn	Failure To Yield Right Of Way
78	208 8301 1007	Non-Intersection Accidents	02/13/13	1:55 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Left Turn	N/A
79	208 8301 1007	Non-Intersection Accidents	04/14/13	8:45 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Left Turn	Failure To Yield Right Of Way
80	208 8301 1007	Non-Intersection Accidents	05/25/13	5:40 PM	Traffic Signal	PDO & I	2-0	Daylight	Dry	Cloudy	Sideswipe	Failure To Yield Right Of Way, Driver Inattention
81	208 8301 1007	Non-Intersection Accidents	08/17/13	12:45 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
82	208 8301 1007	Non-Intersection Accidents	02/07/14	4:00 PM	Traffic Signal	PDO & I	2-2	Daylight	Dry	Clear	Rear End	Driver Inattention
83	208 8301 1007	Non-Intersection Accidents	03/26/14	8:30 PM	Traffic Signal	PDO & I	2-1	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
84	208 8301 1007	Non-Intersection Accidents	06/12/14	5:40 PM	Traffic Signal	PDO	2-0	Daylight	Wet	Rain	Rear End	Passing Or Lane Usage Improperly
85	208 8301 1007	Non-Intersection Accidents	10/29/14	6:05 AM	Traffic Signal	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	N/A
86	208 8301 1007	Non-Intersection Accidents	02/03/15	7:15 PM	Traffic Signal	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Right Angle	Failure To Yield Right Of Way
87	208 8301 1007	Non-Intersection Accidents	02/05/15	8:00 PM	Traffic Signal	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Following Too Closely, Unsafe Speed
88	208 8301 1007	Non-Intersection Accidents	03/01/15	7:50 PM	No Passing Zone	PDO & I	2-1	Dark-Road Lighted	Snow/Ice	Snow	Left Turn	Passing Or Ln Usage Improperly,Unsafe Lane Change
89	208 8301 1007	Non-Intersection Accidents	04/15/15	6:50 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
90	208 8301 1007	Non-Intersection Accidents	04/17/15	9:51 AM	Traffic Signal	PDO	2-0	Daylight	Wet	Cloudy	Left Turn	Failure To Yield Right Of Way
91	208 8301 1007	Non-Intersection Accidents	09/05/15	9:10 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Overtaking	Passing Or Lane Usage Improperly
92	208 8301 1007	Non-Intersection Accidents	10/17/15	11:30 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Sideswipe	N/A
93	208 8301 1007	Non-Intersection Accidents	11/10/15	1:20 PM	Traffic Signal	N/R	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely
94	208 8301 1007	Intersection Acc.-Off Ramp from 17	05/08/15	7:04 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
95	208 8301 1008	Non-Intersection Accidents	02/20/13	12:30 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
96	208 8301 1008	Non-Intersection Accidents	02/20/13	12:30 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
97	208 8301 1008	Non-Intersection Accidents	03/05/13	7:20 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
98	208 8301 1008	Non-Intersection Accidents	08/10/13	8:55 PM	No Passing Zone	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Rear End	Following Too Closely
99	208 8301 1008	Non-Intersection Accidents	12/03/13	6:25 AM	Traffic Signal	N/R	2-0	Dawn	Dry	Cloudy	Rear End	Following Too Closely
100	208 8301 1008	Non-Intersection Accidents	04/01/14	7:30 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
101	208 8301 1008	Non-Intersection Accidents	04/01/14	7:40 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
102	208 8301 1008	Non-Intersection Accidents	10/28/14	9:15 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
103	208 8301 1008	Non-Intersection Accidents	01/14/15	4:15 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
104	208 8301 1008	Non-Intersection Accidents	05/07/15	7:30 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Overtaking	Passing Or Lane Usage Improperly
105	208 8301 1008	Non-Intersection Accidents	06/25/15	1:02 PM	Traffic Signal	PDO & I	3-1	Daylight	Dry	Clear	Other	Following Too Closely
106	208 8301 1009	Non-Intersection Accidents	03/15/13	5:30 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
107	208 8301 1009	Non-Intersection Accidents	03/19/14	6:37 PM	None	I	2-1	Dusk	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
108	208 8301 1009	Non-Intersection Accidents	05/16/14	12:00 AM	None	PDO	2-0	Dark-Road Unlighted	Wet	Rain	Overtaking	N/A
109	208 8301 1009	Non-Intersection Accidents	08/29/14	3:45 PM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
110	208 8301 1009	Non-Intersection Accidents	12/15/14	6:30 AM	Traffic Signal	N/R	2-0	Dawn	Dry	Clear	Overtaking	Turning Improper
111	208 8301 1009	Intersection Accidents-Ramp to 17	11/20/13	7:51 PM	Yield Sign	N/R	2-0	Dark-Road Unlighted	Dry	Clear	Overtaking	Failure To Yield Right Of Way
112	208 8301 1009	Intersection Accidents-Ramp to 17	12/23/15	5:57 PM	Yield Sign	PDO	2-0	Dark-Road Lighted	Wet	Rain	Overtaking	Failure To Yield Right Of Way
113	208 8301 1010	Non-Intersection Accidents	06/03/13	11:30 AM	Traffic Signal	PDO & I	2-3	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
114	208 8301 1010	Non-Intersection Accidents	10/30/13	9:00 AM	Traffic Signal	PDO & I	2-2	Daylight	Dry	Cloudy	Left Turn	Failure To Yield Right Of Way
115	208 8301 1010	Non-Intersection Accidents	12/03/13	3:10 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
116	208 8301 1010	Non-Intersection Accidents	04/09/14	5:00 PM	Traffic Signal	PDO	1-0	Daylight	Dry	Clear	Other	Reaction to Other Uninvolved Vehicle
117	208 8301 1010	Non-Intersection Accidents	06/09/14	1:30 PM	Traffic Signal	PDO & I	2-1	Daylight	Dry	Cloudy	Left Turn	Failure To Yield R.O.W.,Passing or Ln Usage Improp
118	208 8301 1010	Non-Intersection Accidents	09/02/14	7:50 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
119	208 8301 1010	Non-Intersection Accidents	01/19/15	2:00 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
120	208 8301 1010	Non-Intersection Accidents	07/05/15	4:25 PM	Traffic Signal	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
121	208 8301 1010	Non-Intersection Accidents	12/29/15	9:35 AM	Traffic Signal	PDO	2-0	Daylight	Snow/Ice	Sleet	Left Turn	Passing Or Lane Usage Improperly
122	208 8301 1010	Intersection Accidents-Rp to-From 17	07/19/13	4:45 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
123	208 8301 1010	Intersection Accidents-Rp to-From 17	08/21/13	4:15 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Overtaking	Passing Or Lane Usage Improperly
124	208 8301 1010	Intersection Accidents-Rp to-From 17	03/17/14	5:00 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Right Angle	Failure To Yield R.O.W.,Passing or Ln Usage Improp
125	208 8301 1010	Intersection Accidents-Rp to-From 17	08/25/14	1:45 PM	None	N/R	2-0	Daylight	Dry	Clear	Right Angle	Backing Unsafely
126	208 8301 1010	Intersection Accidents-Rp to-From 17	07/07/15	6:35 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
127	208 8301 1010	Intersection Accidents-Rp to-From 17	11/05/15	6:20 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Right Angle	Traffic Control Devices Disregarded
128	208 8301 1011	Non-Intersection Accidents	01/02/13	2:02 PM	Traffic Signal	PDO	3-0	Daylight	Dry	Clear	Other	Passing Or Lane Usage Improperly
129	208 8301 1011	Non-Intersection Accidents	01/14/13	1:30 PM	None	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Backing Unsafely
130	208 8301 1011	Non-Intersection Accidents	08/27/13	12:36 PM	None	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Backing Unsafely
131	208 8301 1011	Non-Intersection Accidents	10/10/13	5:53 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
132	208 8301 1011	Non-Intersection Accidents	05/14/14	4:00 PM	Traffic Signal	PDO & I	2-2	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
133	208 8301 1011	Non-Intersection Accidents	05/16/14	3:15 PM	No Passing Zone	PDO	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely
134	208 8301 1011	Non-Intersection Accidents	05/18/14	5:35 PM	None	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Alcohol Involvement
135	208 8301 1011	Non-Intersection Accidents	07/08/14	3:40 PM	None	PDO	2-0	Daylight	Dry	Clear	Overtaking	Driver Inattention
136	208 8301 1011	Non-Intersection Accidents	11/09/14	8:45 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
137	208 8301 1011	Non-Intersection Accidents	11/25/14	12:40 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
138	208 8301 1011	Non-Intersection Accidents	12/03/14	5:15 PM	No Passing Zone	PDO & I	2-1	Dark-Road Unlighted	Dry	Cloudy	Rear End	Following Too Closely
139	208 8301 1011	Non-Intersection Accidents	01/14/15	9:15 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
140	208 8301 1011	Non-Intersection Accidents	07/11/15	10:36 AM	No Passing Zone	PDO & I	2-3	Daylight	Dry	Clear	Rear End	Driver Inattention
141	208 8301 1011	Non-Intersection Accidents	07/23/15	10:56 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Clear	Left Turn	Failure To Yield Right Of Way
142	208 8301 1012	Non-Intersection Accidents	09/30/13	5:30 PM	No Passing Zone	I	3-1	Daylight	Dry	Clear	Other	Following Too Closely, Driver Inattention
143	208 8301 1012	Non-Intersection Accidents	10/22/13	5:20 AM	None	PDO	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
144	208 8301 1012	Non-Intersection Accidents	04/24/14	1:30 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action, Pavement Slippery
145	208 8301 1012	Non-Intersection Accidents	06/01/14	1:49 PM	None	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
146	208 8301 1012	Non-Intersection Accidents	07/09/14	8:10 AM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
147	208 8301 1012	Non-Intersection Accidents	08/02/14	5:45 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Other (Vehicle)
148	208 8301 1012	Non-Intersection Accidents	09/02/14	9:18 AM	Traffic Signal	PDO	2-1	Daylight	Dry	Clear	Rear End	Driver Inattention
149	208 8301 1012	Non-Intersection Accidents	04/30/15	1:40 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
150	208 8301 1012	Non-Intersection Accidents	06/23/15	6:00 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Overtaking	Failure To Yield Right Of Way
151	208 8301 1012	Non-Intersection Accidents	08/02/15	6:20 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
152	208 8301 1013	Non-Intersection Accidents	04/09/13	10:47 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
153	208 8301 1013	Non-Intersection Accidents	07/15/14	8:04 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely, Driver Inattention
154	208 8301 1013	Non-Intersection Accidents	11/04/14	8:25 PM	No Passing Zone	N/R	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
155	208 8301 1013	Non-Intersection Accidents	11/03/15	5:53 PM	None	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
156	208 8301 1013	Intersection Acc.-Museum Vill Rd.	10/07/13	8:58 PM	Stop Sign	N/R	2-0	Dark-Road Unlighted	Wet	Cloudy	Rear End	Driver Inattention
157	208 8301 1013	Intersection Acc.-Museum Vill Rd.	10/07/13	7:00 AM	Unknown	PDO	1-0	Unknown	Unknown	Unknown	Other	N/A
158	208 8301 1013	Intersection Acc.-Museum Vill Rd.	04/13/14	6:09 AM	Stop Sign	PDO	2-0	Dawn	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
159	208 8301 1013	Intersection Acc.-Museum Vill Rd.	04/25/14	11:00 PM	None	N/R	1-0	Dark-Road Unlighted	Wet	Rain	Other	Animal's Action
160	208 8301 1013	Intersection Acc.-Museum Vill Rd.	06/02/14	7:00 AM	Stop Sign	PDO & I	2-2	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
161	208 8301 1013	Intersection Acc.-Museum Vill Rd.	09/28/14	12:50 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way
162	208 8301 1013	Intersection Acc.-Museum Vill Rd.	03/04/15	3:55 PM	Stop Sign	N/R	2-0	Daylight	Wet	Cloudy	Left Turn	Failure To Yield Right Of Way
163	208 8301 1013	Intersection Acc.-Museum Vill Rd.	09/08/15	6:20 PM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
164	208 8301 1013	Intersection Acc.-Museum Vill Rd.	09/21/15	7:00 AM	Stop Sign	PDO & I	2-1	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
165	208 8301 1014	Non-Intersection Accidents	10/19/13	7:19 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Wet	Rain	Rear End	Following Too Closely,Pavement Slippery,Animal Act.
166	208 8301 1014	Non-Intersection Accidents	12/06/14	10:25 AM	No Passing Zone	N/R	1-0	Daylight	Wet	Rain	Other	Animal's Action
167	208 8301 1014	Non-Intersection Accidents	02/01/15	4:54 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Unsafe Speed
168	208 8301 1014	Non-Intersection Accidents	08/03/15	11:53 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Obstruction/Debris
169	208 8301 1014	Non-Intersection Accidents	09/14/15	4:20 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Unsafe Speed
170	208 8301 1015	Non-Intersection Accidents	04/05/13	8:35 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
171	208 8301 1015	Non-Intersection Accidents	11/08/14	7:15 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
172	208 8301 1016	Non-Intersection Accidents	01/05/13	5:15 AM	No Passing Zone	PDO & I	3-1	Dark-Road Unlighted	Dry	Clear	Other	Failure To Yield Right Of Way
173	208 8301 1016	Non-Intersection Accidents	01/04/14	8:30 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
174	208 8301 1016	Non-Intersection Accidents	03/06/14	6:29 PM	None	PDO & I	2-1	Unknown	Dry	Clear	Unknown	Driver Inattention
175	208 8301 1017	Non-Intersection Accidents	08/22/13	5:15 PM	No Passing Zone	PDO	3-0	Daylight	Dry	Clear	Other	Driver Inattention
176	208 8301 1017	Non-Intersection Accidents	10/09/13	3:56 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Reaction to Other Uninvolved Vehicle
177	208 8301 1017	Non-Intersection Accidents	02/07/14	10:06 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
178	208 8301 1017	Non-Intersection Accidents	04/15/15	7:30 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Failure To Keep Right
179	208 8301 1017	Non-Intersection Accidents	06/15/15	5:45 AM	No Passing Zone	N/R	1-0	Dawn	Wet	Rain	Other	Animal's Action
180	208 8301 1017	Non-Intersection Accidents	07/13/15	8:28 AM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Animal's Action
181	208 8301 1017	Non-Intersection Accidents	09/04/15	12:54 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
182	208 8301 1017	Non-Intersection Accidents	10/20/15	3:05 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Overtaking	Following Too Closely
183	208 8301 1018	Non-Intersection Accidents	01/24/13	5:30 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Following Too Closely
184	208 8301 1018	Non-Intersection Accidents	01/26/13	12:32 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
185	208 8301 1018	Non-Intersection Accidents	11/10/13	7:20 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
186	208 8301 1018	Non-Intersection Accidents	05/03/14	12:36 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
187	208 8301 1018	Non-Intersection Accidents	10/20/14	6:55 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
188	208 8301 1018	Non-Intersection Accidents	11/14/14	11:27 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Driver Inattention
189	208 8301 1018	Non-Intersection Accidents	04/30/15	12:56 PM	No Passing Zone	PDO & I	2-2	Daylight	Dry	Clear	Head On	Failure To Keep Right
190	208 8301 1018	Intersection Accidents-Mountain Rd.	01/05/13	8:38 PM	No Passing Zone	PDO & I	2-3	Dark-Road Unlighted	Dry	Cloudy	Head On	Passing Or Lane Usage Improperly,Driver Inattention
191	208 8301 1018	Intersection Accidents-Mountain Rd.	03/19/13	8:54 PM	No Passing Zone	PDO & I	2-1	Dark-Road Unlighted	Wet	Rain	Right Angle	Failure To Yield Right Of Way
192	208 8301 1018	Intersection Accidents-Mountain Rd.	04/03/13	10:05 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
193	208 8301 1018	Intersection Accidents-Mountain Rd.	08/21/13	10:52 PM	Stop Sign	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Left Turn	Failure To Yield Right Of Way, Driver Inattention
194	208 8301 1018	Intersection Accidents-Mountain Rd.	09/05/13	3:20 PM	Stop Sign	PDO	2-0	Daylight	Dry	Clear	Right Angle	Unsafe Speed, Traffic Control Devices Disregarded
195	208 8301 1018	Intersection Accidents-Mountain Rd.	09/28/14	8:30 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
196	208 8301 1018	Intersection Accidents-Mountain Rd.	11/19/14	11:00 PM	Stop Sign	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Left Turn	Failure To Yield Right Of Way
197	208 8301 1018	Intersection Accidents-Mountain Rd.	04/03/15	12:56 PM	Unknown	PDO	2-0	Unknown	Unknown	Unknown	Head On	N/A
198	208 8301 1018	Intersection Accidents-Mountain Rd.	04/14/15	4:05 PM	Stop Sign	PDO & I	2-2	Daylight	Dry	Cloudy	Left Turn	Failure To Yield Right Of Way
199	208 8301 1018	Intersection Accidents-Mountain Rd.	05/20/15	6:06 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
200	208 8301 1018	Intersection Accidents-Mountain Rd.	06/13/15	4:02 PM	Stop Sign	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Driver Inattention
201	208 8301 1018	Intersection Accidents-Mountain Rd.	06/18/15	5:54 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
202	208 8301 1018	Intersection Accidents-Mountain Rd.	07/12/15	6:00 PM	Stop Sign	PDO & I	2-1	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
203	208 8301 1018	Intersection Accidents-Mountain Rd.	08/03/15	11:20 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
204	208 8301 1018	Intersection Accidents-Mountain Rd.	08/31/15	4:10 PM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
205	208 8301 1018	Intersection Accidents-Mountain Rd.	09/09/15	7:47 AM	No Passing Zone	PDO & I	2-4	Daylight	Dry	Cloudy	Rear End	Following Too Closely
206	208 8301 1018	Intersection Accidents-Mountain Rd.	09/10/15	10:32 PM	Stop Sign	PDO	2-0	Dark-Road Lighted	Wet	Rain	Left Turn	Failure To Yield Right Of Way
207	208 8301 1018	Intersection Accidents-Mountain Rd.	10/02/15	2:35 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Cloudy	Right Angle	Turning Improper
208	208 8301 1018	Intersection Accidents-Mountain Rd.	11/06/15	5:26 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Following Too Closely

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
209	208 8301 1019	Non-Intersection Accidents	07/10/13	7:30 AM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Cloudy	Head On	Passing Or Lane Usage Improperly
210	208 8301 1020	Non-Intersection Accidents	12/13/13	5:06 PM	None	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Head On	Driver Inattention
211	208 8301 1020	Non-Intersection Accidents	08/23/14	9:59 PM	No Passing Zone	I	2-1	Daylight	Dry	Clear	Sideswipe	Failure To Keep Right, Passing or Lane Usage Improp
212	208 8301 1021	Non-Intersection Accidents	06/13/13	3:15 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
213	208 8301 1021	Non-Intersection Accidents	03/07/14	7:30 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Overtaking	Aggressive Driving/Rd Rage,Passing or Ln Usage Impr
214	208 8301 1023	Non-Intersection Accidents	08/19/13	1:30 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
215	208 8301 1023	Non-Intersection Accidents	08/29/13	8:20 PM	None	PDO	1-0	Dusk	Wet	Cloudy	Other	Alcohol Involvement, Prescription Medication
216	208 8301 1023	Non-Intersection Accidents	06/30/14	2:14 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Obstruction/Debris
217	208 8301 1023	Non-Intersection Accidents	07/13/14	1:50 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Unsafe Speed
218	208 8301 1023	Non-Intersection Accidents	09/02/14	3:50 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Sideswipe	Unsafe Lane Change
219	208 8301 1023	Non-Intersection Accidents	10/20/14	6:55 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Following Too Closely
220	208 8301 1023	Non-Intersection Accidents	02/12/15	6:32 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Sideswipe	Alcohol Involvement, Failure To Keep Right
221	208 8301 1023	Non-Intersection Accidents	05/08/15	6:00 PM	No Passing Zone	PDO & I	3-0	Daylight	Dry	Clear	Other	Following Too Closely, Driver Inattention
222	208 8301 1023	Non-Intersection Accidents	09/30/15	8:20 AM	No Passing Zone	PDO & I	2-2	Daylight	Wet	Rain	Sideswipe	Lost Consciousness
223	208 8301 1023	Non-Intersection Accidents	11/21/15	2:10 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Reaction to Other Uninvolved Vehicle
224	208 8301 1023	Intersection Accidents-Peddler Hill Rd	02/20/13	4:30 PM	No Passing Zone	PDO	3-0	Daylight	Dry	Cloudy	Other	Driver Inattention
225	208 8301 1023	Intersection Accidents-Peddler Hill Rd	10/13/13	1:29 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
226	208 8301 1023	Intersection Accidents-Peddler Hill Rd	02/18/14	11:48 AM	No Passing Zone	PDO	2-0	Daylight	Slush	Snow	Rear End	Pavement Slippery
227	208 8301 1023	Intersection Accidents-Peddler Hill Rd	03/13/14	7:48 AM	No Passing Zone	PDO & I	3-1	Daylight	Dry	Clear	Other	Driver Inattention
228	208 8301 1023	Intersection Accidents-Peddler Hill Rd	05/18/14	11:15 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	N/A
229	208 8301 1023	Intersection Accidents-Peddler Hill Rd	10/22/14	7:13 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Wet	Rain	Other	Animal's Action
230	208 8301 1023	Intersection Accidents-Peddler Hill Rd	01/03/15	2:00 PM	No Passing Zone	N/R	2-0	Daylight	Snow/Ice	Snow	Rear End	Pavement Slippery, Following Too Closely
231	208 8301 1023	Intersection Accidents-Peddler Hill Rd	02/07/15	7:45 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Wet	Cloudy	Rear End	Unsafe Speed
232	208 8301 1023	Intersection Accidents-Peddler Hill Rd	03/09/15	2:37 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
233	208 8301 1023	Intersection Accidents-Peddler Hill Rd	12/24/15	4:30 PM	No Passing Zone	PDO	2-0	Dusk	Dry	Clear	Rear End	Following Too Closely
234	208 8301 1023	Intersection Accidents-Peddler Hill Rd	12/30/15	4:33 PM	None	PDO & I	2-3	Dusk	Wet	Cloudy	Rear End	Unsafe Speed, Pavement Slippery
235	208 8301 1024	Non-Intersection Accidents	01/16/13	7:30 AM	None	N/R	1-0	Daylight	Snow/Ice	Cloudy	Other	Pavement Slippery
236	208 8301 1024	Non-Intersection Accidents	02/19/13	3:15 PM	Traffic Signal	PDO	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely
237	208 8301 1024	Non-Intersection Accidents	11/26/13	5:30 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Wet	Rain	Other	Tire Failure/Inadequate, Pavement Slippery
238	208 8301 1024	Non-Intersection Accidents	11/09/14	8:57 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
239	208 8301 1024	Non-Intersection Accidents	01/03/15	2:01 PM	No Passing Zone	PDO	1-0	Daylight	Snow/Ice	Snow	Other	Tire Failure/Inadequate, Pavement Slippery
240	208 8301 1024	Non-Intersection Accidents	02/22/15	3:57 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Snow/Ice	Snow	Other	Pavement Slippery
241	208 8301 1024	Non-Intersection Accidents	07/10/15	5:00 PM	None	N/R	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
242	208 8301 1025	Non-Intersection Accidents	05/21/13	6:55 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Sideswipe	Driver Inattention
243	208 8301 1025	Non-Intersection Accidents	11/15/13	10:55 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
244	208 8301 1025	Non-Intersection Accidents	11/26/13	6:22 PM	Stop Sign	PDO & I	2-2	Dark-Road Unlighted	Wet	Rain	Left Turn	Driver Inattention
245	208 8301 1025	Non-Intersection Accidents	07/11/14	5:01 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
246	208 8301 1025	Non-Intersection Accidents	08/23/14	3:21 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention
247	208 8301 1025	Non-Intersection Accidents	10/18/14	6:05 PM	None	PDO	2-0	Dusk	Dry	Clear	Other	Obstruction/Debris, Following Too Closely
248	208 8301 1025	Non-Intersection Accidents	10/27/14	4:55 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention
249	208 8301 1025	Non-Intersection Accidents	11/07/14	5:23 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
250	208 8301 1025	Non-Intersection Accidents	02/06/15	6:45 PM	Stop Sign	PDO	2-0	Dark-Road Lighted	Dry	Clear	Sideswipe	Traffic Control Devices Disregarded,Unsafe Ln Change
251	208 8301 1025	Non-Intersection Accidents	05/08/15	8:47 PM	olice/Fire Emergenc	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Driver Inattention

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
252	208 8301 1026	Non-Intersection Accidents	09/18/13	4:25 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Driver Inattention
253	208 8301 1026	Non-Intersection Accidents	03/16/14	7:45 PM	No Passing Zone	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Overtaking	Passing or Lane Usage Improperly
254	208 8301 1026	Non-Intersection Accidents	03/16/14	7:40 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
255	208 8301 1026	Non-Intersection Accidents	06/26/14	4:43 PM	Traffic Signal	PDO & I	2-1	Daylight	Dry	Clear	Right Turn	Alcohol Involvement, Turning Improper
256	208 8301 1026	Non-Intersection Accidents	07/10/14	12:43 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Overtaking	Failure To Yield Right Of Way
257	208 8301 1026	Non-Intersection Accidents	11/21/14	5:25 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
258	208 8301 1026	Non-Intersection Accidents	10/29/15	9:22 PM	Traffic Signal	PDO & I	2-2	Dark-Road Unlighted	Dry	Clear	Left Turn	Traffic Ctrl Devices Disregarded,Failure to Yield ROW
259	208 8301 1026	Intersection Accidents-Barron Road	02/14/13	9:17 PM	None	PDO	2-0	Dark-Road Unlighted	Wet	Clear	Sideswipe	Backing Unsafely
260	208 8301 1026	Intersection Accidents-Barron Road	02/18/13	2:05 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Glare
261	208 8301 1026	Intersection Accidents-Barron Road	04/25/13	6:38 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
262	208 8301 1026	Intersection Accidents-Barron Road	11/18/13	6:15 PM	Traffic Signal	N/R	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Following Too Closely
263	208 8301 1026	Intersection Accidents-Barron Road	12/24/13	7:16 PM	Traffic Signal	N/R	2-0	Dark-Road Unlighted	Snow/Ice	Snow	Overtaking	Following Too Closely, Turning Improper
264	208 8301 1026	Intersection Accidents-Barron Road	12/24/13	7:00 PM	Unknown	PDO	2-0	Unknown	Unknown	Unknown	Unknown	N/A
265	208 8301 1026	Intersection Accidents-Barron Road	02/17/15	1:39 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Overtaking	Passing or Lane Usage Improperly
266	208 8301 1026	Intersection Accidents-Barron Road	02/24/15	8:01 AM	None	N/R	1-0	Daylight	Dry	Clear	Other	Glare
267	208 8301 1026	Intersection Accidents-Barron Road	04/05/15	11:05 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
268	208 8301 1026	Intersection Accidents-Barron Road	05/20/15	5:28 PM	Traffic Signal	PDO & I	3-2	Daylight	Dry	Cloudy	Other	Following Too Closely, Driver Inattention
269	208 8301 1027	Non-Intersection Accidents	02/16/13	7:20 PM	None	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Alcohol Involvement, Cell Phone (Hand Held)
270	208 8301 1027	Non-Intersection Accidents	03/27/13	5:20 AM	None	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
271	208 8301 1027	Non-Intersection Accidents	06/15/13	5:40 PM	No Passing Zone	PDO & I	3-1	Daylight	Dry	Clear	Other	Following Too Closely
272	208 8301 1027	Non-Intersection Accidents	11/21/14	4:40 PM	None	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Fell Asleep
273	208 8301 1027	Non-Intersection Accidents	12/10/14	6:07 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Wet	Snow	Other	Animal's Action
274	208 8301 1027	Non-Intersection Accidents	12/23/14	3:28 PM	None	PDO	2-0	Daylight	Wet	Rain	Head On	Following Too Closely
275	208 8301 1027	Non-Intersection Accidents	08/03/15	9:18 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
276	208 8301 1027	Non-Intersection Accidents	10/30/15	7:43 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
277	208 8301 1027	Non-Intersection Accidents	11/03/15	9:15 PM	None	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
278	208 8301 1027	Intersection Accidents-Hillside Road	05/31/13	4:15 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
279	208 8301 1027	Intersection Accidents-Hillside Road	10/25/13	3:40 PM	None	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention
280	208 8301 1027	Intersection Accidents-Hillside Road	02/04/14	11:45 AM	None	PDO & I	3-1	Daylight	Dry	Clear	Other	Driver Inattention
281	208 8301 1027	Intersection Accidents-Hillside Road	03/04/14	9:00 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
282	208 8301 1027	Intersection Accidents-Hillside Road	10/29/14	5:55 AM	None	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
283	208 8301 1027	Intersection Accidents-Hillside Road	03/20/15	12:21 PM	Stop Sign	PDO	2-0	Daylight	Wet	Snow	Right Angle	Failure To Yield Right Of Way
284	208 8301 1027	Intersection Accidents-Hillside Road	05/22/15	12:15 PM	Stop Sign	PDO	2-0	Daylight	Dry	Clear	Left Turn	Turning Improper
285	208 8301 1027	Intersection Accidents-Hillside Road	12/10/15	2:15 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
286	208 8301 1027	Intersection Acc-Capt Carpenter Rd	09/23/14	5:30 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
287	208 8301 1028	Non-Intersection Accidents	03/19/15	2:18 PM	Hwy Work Area	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
288	208 8301 1029	Non-Intersection Accidents	01/06/13	8:05 PM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
289	208 8301 1029	Non-Intersection Accidents	03/21/13	8:57 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
290	208 8301 1029	Non-Intersection Accidents	05/01/13	4:12 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Following Too Closely, Driver Inexperience
291	208 8301 1029	Non-Intersection Accidents	06/29/13	11:48 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
292	208 8301 1029	Non-Intersection Accidents	11/08/14	5:08 PM	None	PDO & I	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
293	208 8301 1030	Non-Intersection Accidents	10/10/14	8:55 PM	None	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Overtaking	Unknown
294	208 8301 1031	Non-Intersection Accidents	01/20/14	3:40 AM	None	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
295	208 8301 1031	Non-Intersection Accidents	05/23/14	9:06 AM	None	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Driver Inexperience
296	208 8301 1031	Intersection Accidents-Mangin Road	08/11/13	5:25 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Fell Asleep, Passing or Lane Usage Improperly
297	208 8301 1031	Intersection Accidents-Mangin Road	05/05/14	5:43 PM	No Passing Zone	PDO & I	3-2	Daylight	Dry	Cloudy	Other	Following Too Closely
298	208 8301 1031	Intersection Accidents-Mangin Road	06/11/14	5:50 AM	None	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
299	208 8301 1031	Intersection Accidents-Mangin Road	09/08/14	4:12 PM	No Passing Zone	PDO & I	3-3	Daylight	Dry	Cloudy	Other	Following Too Closely
300	208 8301 1031	Intersection Accidents-Mangin Road	07/19/15	6:06 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
301	208 8301 1032	Non-Intersection Accidents	01/24/14	9:35 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
302	208 8301 1032	Non-Intersection Accidents	03/13/14	12:15 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
303	208 8301 1032	Non-Intersection Accidents	03/25/14	7:44 AM	No Passing Zone	PDO & I	2-2	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way
304	208 8301 1032	Non-Intersection Accidents	11/11/14	5:44 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
305	208 8301 1032	Non-Intersection Accidents	11/20/14	6:00 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
306	208 8301 1032	Non-Intersection Accidents	11/26/14	8:36 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Snow/Ice	Snow	Other	Pavement Slippery
307	208 8301 1032	Non-Intersection Accidents	05/11/15	3:15 PM	Stop Sign	PDO	2-0	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way
308	208 8301 1032	Non-Intersection Accidents	08/09/15	1:36 PM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
309	208 8301 1032	Non-Intersection Accidents	08/12/15	3:05 PM	None	PDO & I	2-1	Daylight	Dry	Clear	Sideswipe	Fell Asleep, Lost Consciousness
310	208 8301 1032	Non-Intersection Accidents	09/11/15	7:20 PM	Stop Sign	PDO & I	2-1	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way, Alcohol Involvement
311	208 8301 1032	Non-Intersection Accidents	11/12/15	5:40 AM	None	PDO	1-0	Dawn	Wet	Rain	Other	Animal's Action
312	208 8301 1033	Non-Intersection Accidents	03/20/13	12:40 PM	None	PDO & I	1-1	Daylight	Dry	Clear	Other	Driver Inattention
313	208 8301 1033	Non-Intersection Accidents	08/23/13	7:29 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Illness
314	208 8301 1033	Non-Intersection Accidents	01/20/14	6:00 PM	Unknown	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	N/A
315	208 8301 1033	Non-Intersection Accidents	04/26/15	9:50 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
316	208 8301 1033	Non-Intersection Accidents	07/10/15	2:31 PM	No Passing Zone	F	1-0	Daylight	Dry	Cloudy	Other	Failure To Keep Right
317	208 8301 1033	Non-Intersection Accidents	10/31/15	9:56 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
318	208 8301 1034	Non-Intersection Accidents	04/15/14	11:50 PM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
319	208 8301 1034	Non-Intersection Accidents	05/22/14	8:08 AM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Traffic Control Devices Disregarded
320	208 8301 1035	Non-Intersection Accidents	05/07/13	7:10 PM	No Passing Zone	I	2-1	Daylight	Dry	Clear	Sideswipe	Passing Too Closely
321	208 8301 1036	Non-Intersection Accidents	01/03/13	4:01 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Fell Asleep
322	208 8301 1037	Non-Intersection Accidents	12/07/14	2:30 PM	None	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
323	208 8301 1038	Non-Intersection Accidents	02/26/13	7:15 PM	No Passing Zone	PDO & I	1-1	Dark-Road Unlighted	Wet	Sleet	Other	Alcohol Involvement
324	208 8301 1038	Non-Intersection Accidents	04/19/13	6:00 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Cloudy	Rear End	Following Too Closely, Driver Inexperience
325	208 8301 1038	Non-Intersection Accidents	06/03/13	6:45 PM	None	PDO	1-0	Daylight	Dry	Clear	Other	Driver Inattention
326	208 8301 1038	Non-Intersection Accidents	08/21/13	8:58 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Right Angle	Failure To Yield Right Of Way
327	208 8301 1038	Non-Intersection Accidents	10/01/13	3:20 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Glare
328	208 8301 1038	Non-Intersection Accidents	01/29/14	10:12 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
329	208 8301 1038	Non-Intersection Accidents	04/29/14	2:05 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
330	208 8301 1038	Non-Intersection Accidents	07/30/14	2:32 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
331	208 8301 1038	Non-Intersection Accidents	09/05/14	3:00 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Glare
332	208 8301 1038	Non-Intersection Accidents	11/26/14	9:05 AM	No Passing Zone	N/R	2-0	Daylight	Wet	Snow	Rear End	Following Too Closely, Pavement Slippery
333	208 8301 1038	Non-Intersection Accidents	04/06/15	11:18 PM	None	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
334	208 8301 1038	Non-Intersection Accidents	11/12/15	7:00 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
335	208 8301 1038	Non-Intersection Accidents	11/20/15	3:00 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
336	208 8301 1038	Non-Intersection Accidents	12/23/15	7:55 PM	No Passing Zone	PDO & I	2-1	Dark-Road Unlighted	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
337	208 8301 1038	Intersection Acc-C.R. 27 Clove Road	07/05/13	4:20 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
338	208 8301 1038	Intersection Acc-C.R. 27 Clove Road	09/04/13	3:50 PM	No Passing Zone	PDO & I	1-2	Daylight	Dry	Clear	Other	Unsafe Lane Change
339	208 8301 1038	Intersection Acc-C.R. 27 Clove Road	01/10/15	6:20 PM	Stop Sign	N/R	2-0	Dusk	Dry	Clear	Rear End	Alcohol Involvement
340	208 8301 1039	Non-Intersection Accidents	04/17/13	5:35 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Driver Inattention, Unsafe Speed
341	208 8301 1039	Non-Intersection Accidents	06/21/13	10:13 PM	None	N/R	2-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
342	208 8301 1039	Non-Intersection Accidents	11/17/13	1:00 AM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
343	208 8301 1039	Non-Intersection Accidents	12/06/13	4:19 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Wet	Rain	Right Angle	Driver Inattention
344	208 8301 1039	Non-Intersection Accidents	12/20/14	3:55 PM	No Passing Zone	PDO & I	2-1	Daylight	Dry	Cloudy	Rear End	Driver Inattention
345	208 8301 1039	Non-Intersection Accidents	11/25/15	5:45 AM	None	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
346	208 8301 1040	Non-Intersection Accidents	02/11/13	7:35 AM	No Passing Zone	N/R	1-0	Daylight	Snow/Ice	Sleet	Other	Pavement Slippery
347	208 8301 1040	Non-Intersection Accidents	07/26/14	8:58 PM	No Passing Zone	I	1-1	Daylight	Dry	Clear	Other	Passing or Lane Usage Improperly,View Obstructed
348	208 8301 1040	Non-Intersection Accidents	11/08/14	6:00 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
349	208 8301 1040	Non-Intersection Accidents	05/24/15	9:12 AM	No Passing Zone	PDO & I	2-2	Daylight	Dry	Clear	Rear End	Driver Inattention
350	208 8301 1041	Non-Intersection Accidents	03/07/14	6:18 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
351	208 8301 1041	Non-Intersection Accidents	04/07/15	2:20 PM	School Bus	PDO	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely
352	208 8301 1041	Non-Intersection Accidents	11/25/15	8:35 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Overtaking	Following Too Closely,Passing or Ln Usage Improperly
353	208 8301 1042	Non-Intersection Accidents	01/16/13	7:53 AM	No Passing Zone	PDO	2-0	Daylight	Snow/Ice	Snow	Overtaking	Pavement Slippery
354	208 8301 1042	Non-Intersection Accidents	06/14/14	8:04 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
355	208 8301 1043	Non-Intersection Accidents	01/26/13	9:58 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Wet	Cloudy	Other	Animal's Action
356	208 8301 1043	Non-Intersection Accidents	09/11/13	7:40 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
357	208 8301 1043	Non-Intersection Accidents	10/08/13	3:49 PM	No Passing Zone	PDO & I	3-1	Daylight	Dry	Clear	Other	Following Too Closely
358	208 8301 1043	Non-Intersection Accidents	12/08/13	5:56 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
359	208 8301 1043	Non-Intersection Accidents	06/07/14	11:50 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Unsafe Speed,Traffic Control Devices Disregarded
360	208 8301 1043	Non-Intersection Accidents	07/01/14	7:28 AM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Driver Inattention
361	208 8301 1043	Non-Intersection Accidents	08/07/14	10:00 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Fatigued/Drowsy
362	208 8301 1043	Non-Intersection Accidents	10/05/14	12:21 PM	No Passing Zone	PDO & I	2-2	Daylight	Dry	Clear	Right Angle	Passing or Lane Usage Improperly
363	208 8301 1043	Non-Intersection Accidents	10/12/14	6:52 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
364	208 8301 1044	Non-Intersection Accidents	01/15/15	2:30 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
365	208 8301 1046	Non-Intersection Accidents	07/23/15	6:30 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Unsafe Speed
366	208 8301 1046	Non-Intersection Accidents	12/11/15	12:29 AM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
367	208 8301 1047	Non-Intersection Accidents	07/19/13	2:45 PM	No Passing Zone	PDO & I	2-4	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
368	208 8301 1047	Non-Intersection Accidents	10/30/15	7:04 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
369	208 8301 1048	Non-Intersection Accidents	02/02/13	8:42 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Snow/Ice	Cloudy	Other	Pavement Slippery
370	208 8301 1048	Non-Intersection Accidents	02/07/13	9:05 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
371	208 8301 1048	Non-Intersection Accidents	10/20/13	11:53 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
372	208 8301 1048	Non-Intersection Accidents	01/21/15	5:15 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
373	208 8301 1049	Non-Intersection Accidents	02/02/13	8:42 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Snow/Ice	Cloudy	Other	Obstruction/Debris
374	208 8301 1050	Non-Intersection Accidents	01/22/13	5:40 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
375	208 8301 1050	Non-Intersection Accidents	10/19/15	9:30 AM	No Passing Zone	PDO	3-0	Daylight	Dry	Clear	Other	Following Too Closely
376	208 8301 1051	Non-Intersection Accidents	03/19/13	12:08 PM	No Passing Zone	PDO	1-0	Daylight	Snow/Ice	Snow	Other	Pavement Slippery
377	208 8301 1051	Non-Intersection Accidents	06/15/13	8:15 PM	Yield Sign	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
378	208 8301 1051	Non-Intersection Accidents	10/23/13	8:00 PM	Yield Sign	N/R	2-0	Dark-Road Unlighted	Dry	Clear	Overtaking	Failure To Yield Right Of Way
379	208 8301 1051	Non-Intersection Accidents	11/15/13	6:40 PM	Yield Sign	PDO	2-0	Dark-Road Lighted	Dry	Clear	Overtaking	Failure To Yield Right Of Way
380	208 8301 1051	Non-Intersection Accidents	11/18/13	7:12 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Rear End	Following Too Closely
381	208 8301 1051	Non-Intersection Accidents	11/25/13	5:00 PM	None	I	3-1	Dark-Road Unlighted	Dry	Cloudy	Other	View Obstructed/Limited
382	208 8301 1051	Non-Intersection Accidents	11/27/13	7:26 AM	Traffic Signal	N/R	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
383	208 8301 1051	Non-Intersection Accidents	12/04/13	1:30 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	View Obstructed/Limited, Animal's Action
384	208 8301 1051	Non-Intersection Accidents	01/17/14	4:10 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Glare
385	208 8301 1051	Non-Intersection Accidents	05/27/14	1:11 PM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
386	208 8301 1051	Non-Intersection Accidents	07/25/14	4:42 PM	None	I	1-1	Daylight	Dry	Clear	Other	Passing or Lane Usage Improperly,Pedestrains Error
387	208 8301 1051	Non-Intersection Accidents	10/03/14	4:49 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
388	208 8301 1051	Non-Intersection Accidents	10/23/14	6:33 AM	Traffic Signal	PDO & I	2-1	Dark-Road Unlighted	Wet	Rain	Overtaking	Failure To Yield Right Of Way,Driver Inattention
389	208 8301 1051	Non-Intersection Accidents	01/13/15	3:15 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
390	208 8301 1051	Non-Intersection Accidents	06/21/15	2:16 PM	Stop Sign	PDO & I	2-2	Daylight	Dry	Cloudy	Unknown	Failure To Yield Right Of Way
391	208 8301 1051	Non-Intersection Accidents	08/20/15	7:30 PM	No Passing Zone	PDO	1-0	Dusk	Dry	Cloudy	Other	Animal's Action
392	208 8301 1051	Non-Intersection Accidents	08/31/15	11:42 AM	Stop Sign	PDO & I	3-2	Daylight	Dry	Cloudy	Other	Failure To Yield Right Of Way
393	208 8301 1051	Non-Intersection Accidents	11/11/15	6:56 PM	Yield Sign	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Overtaking	Failure To Yield Right Of Way
394	208 8301 1051	Intersection Accidents-Round Hill Rd	01/07/13	6:30 PM	Unknown	PDO	1-0	Dusk	Dry	Clear	Other	N/A
395	208 8301 1051	Intersection Accidents-Round Hill Rd	02/26/13	12:23 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Following Too Closely
396	208 8301 1051	Intersection Accidents-Round Hill Rd	03/23/13	9:45 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
397	208 8301 1051	Intersection Accidents-Round Hill Rd	04/08/13	7:45 PM	Unknown	PDO	1-0	Dusk	Dry	Clear	Other	N/A
398	208 8301 1051	Intersection Accidents-Round Hill Rd	10/27/13	10:30 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	N/A
399	208 8301 1051	Intersection Accidents-Round Hill Rd	12/20/13	12:10 PM	Stop Sign	PDO	2-0	Daylight	Wet	Clear	Right Angle	Failure To Yield Right Of Way
400	208 8301 1051	Intersection Accidents-Round Hill Rd	12/27/13	12:30 PM	No Passing Zone	PDO	2-1	Daylight	Dry	Cloudy	Rear End	Following Too Closely
401	208 8301 1051	Intersection Accidents-Round Hill Rd	03/09/14	11:55 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
402	208 8301 1051	Intersection Accidents-Round Hill Rd	08/13/14	2:02 PM	Stop Sign	PDO & I	2-2	Daylight	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
403	208 8301 1051	Intersection Accidents-Round Hill Rd	11/03/15	4:44 PM	Stop Sign	PDO & I	2-2	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
404	208 8301 1052	Non-Intersection Accidents	01/17/13	4:14 PM	No Passing Zone	PDO	1-0	Daylight	Wet	Cloudy	Other	Driver Inattention, Pavement Slippery
405	208 8301 1052	Non-Intersection Accidents	01/28/13	3:49 PM	No Passing Zone	PDO	1-0	Daylight	Snow/Ice	Rain	Other	Pavement Slippery
406	208 8301 1052	Non-Intersection Accidents	01/28/13	12:17 PM	No Passing Zone	PDO & I	3-2	Daylight	Snow/Ice	Sleet	Other	Unsafe Speed, Pavement Slippery
407	208 8301 1052	Non-Intersection Accidents	03/05/13	4:22 PM	None	I	4-1	Daylight	Dry	Clear	Other	Driver Inattention, Unsafe Speed
408	208 8301 1052	Non-Intersection Accidents	03/08/13	8:25 AM	No Passing Zone	PDO	2-0	Daylight	Snow/Ice	Snow	Sideswipe	Pavement Slippery
409	208 8301 1052	Non-Intersection Accidents	03/09/13	11:38 AM	None	PDO & I	1-1	Daylight	Snow/Ice	Snow	Other	Pavement Slippery
410	208 8301 1052	Non-Intersection Accidents	06/19/13	4:47 AM	No Passing Zone	PDO	1-0	Dawn	Wet	Cloudy	Other	Fell Asleep
411	208 8301 1052	Non-Intersection Accidents	08/07/13	6:07 PM	None	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention
412	208 8301 1052	Non-Intersection Accidents	09/17/13	5:27 PM	None	PDO	4-0	Daylight	Dry	Clear	Other	Glare
413	208 8301 1052	Non-Intersection Accidents	10/04/13	3:34 PM	None	PDO	3-0	Daylight	Wet	Clear	Other	Driver Inattention
414	208 8301 1052	Non-Intersection Accidents	03/02/14	10:43 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
415	208 8301 1052	Non-Intersection Accidents	04/10/14	8:52 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Driver Inattention
416	208 8301 1052	Non-Intersection Accidents	05/21/14	1:30 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
417	208 8301 1052	Non-Intersection Accidents	07/07/14	2:45 PM	None	PDO	3-0	Daylight	Dry	Clear	Other	Driver Inattention
418	208 8301 1052	Non-Intersection Accidents	08/18/14	8:22 AM	None	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
419	208 8301 1052	Non-Intersection Accidents	11/28/14	5:38 PM	Yield Sign	PDO	2-0	Dark-Road Lighted	Dry	Clear	Overtaking	Failure To Yield Right Of Way
420	208 8301 1052	Non-Intersection Accidents	01/07/15	5:44 PM	Traffic Signal	PDO	3-0	Dark-Road Lighted	Dry	Clear	Other	Driver Inattention
421	208 8301 1052	Non-Intersection Accidents	02/12/15	6:27 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Driver Inattention
422	208 8301 1052	Non-Intersection Accidents	02/20/15	7:09 PM	No Passing Zone	PDO & I	1-1	Dark-Road Unlighted	Dry	Clear	Other	Reaction to Other Uninvolved Vehicle
423	208 8301 1052	Non-Intersection Accidents	03/27/15	4:25 PM	Traffic Signal	I	3-2	Daylight	Dry	Clear	Other	Following Too Closely, Driver Inattention
424	208 8301 1052	Non-Intersection Accidents	05/08/15	6:15 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
425	208 8301 1052	Non-Intersection Accidents	05/29/15	2:59 PM	None	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
426	208 8301 1052	Non-Intersection Accidents	06/21/15	2:30 PM	Yield Sign	PDO	2-0	Daylight	Dry	Clear	Overtaking	Failure To Yield ROW/Driver Inattention,Driver Inexperi
427	208 8301 1052	Non-Intersection Accidents	11/22/15	4:35 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Animal's Action
428	208 8301 1052	Non-Intersection Accidents	12/01/15	5:25 PM	Yield Sign	PDO	2-0	Dark-Road Lighted	Dry	Clear	Rear End	Driver Inattention
429	208 8301 1052	Non-Intersection Accidents	12/01/15	8:53 PM	Yield Sign	N/R	2-0	Dark-Road Lighted	Wet	Rain	Overtaking	View Obstructed/Limited, Driver Inattention
430	208 8301 1052	Non-Intersection Accidents	12/12/15	8:30 PM	Yield Sign	I	2-1	Dark-Road Lighted	Dry	Cloudy	Overtaking	Failure To Yield Right Of Way,Driver Inattention
431	208 8301 1053	Non-Intersection Accidents	03/19/13	12:07 PM	No Passing Zone	N/R	1-0	Daylight	Snow/Ice	Snow	Other	Pavement Slippery
432	208 8301 1053	Non-Intersection Accidents	05/17/13	4:43 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Glare
433	208 8301 1053	Non-Intersection Accidents	07/03/14	1:56 PM	None	I	3-4	Daylight	Dry	Clear	Other	Following Too Closely
434	208 8301 1053	Non-Intersection Accidents	08/12/14	6:38 AM	None	PDO & I	1-1	Daylight	Dry	Clear	Other	Fell Asleep
435	208 8301 1054	Non-Intersection Accidents	07/09/14	8:48 AM	None	PDO & I	2-1	Daylight	Dry	Clear	Rear End	Following Too Closely
436	208 8301 1054	Non-Intersection Accidents	07/11/14	2:45 PM	None	I	3-1	Daylight	Dry	Clear	Other	Following Too Closely
437	208 8301 1054	Non-Intersection Accidents	09/09/14	5:10 PM	None	PDO & I	2-1	Daylight	Dry	Cloudy	Rear End	Following Too Closely
438	208 8301 1054	Non-Intersection Accidents	10/30/14	9:50 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
439	208 8301 1054	Non-Intersection Accidents	11/02/15	9:05 AM	Yield Sign	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
440	208 8301 1055	Non-Intersection Accidents	08/18/14	12:49 PM	None	PDO	2-0	Daylight	Dry	Clear	Right Angle	View Obstructed/Limited
441	208 8301 1056	Non-Intersection Accidents	03/10/15	7:17 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Sideswipe	Failure To Keep Right
442	208 8301 1057	Non-Intersection Accidents	10/27/13	2:40 AM	None	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
443	208 8301 1057	Non-Intersection Accidents	03/05/14	6:45 PM	None	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
444	208 8301 1057	Non-Intersection Accidents	05/09/14	10:54 AM	No Passing Zone	I	2-1	Daylight	Wet	Rain	Sideswipe	Failure To Keep Right, Following Too Closely
445	208 8301 1057	Non-Intersection Accidents	07/07/14	9:09 PM	No Passing Zone	PDO & I	2-2	Dark-Road Unlighted	Dry	Cloudy	Head On	View Obstructed/Limited
446	208 8301 1057	Non-Intersection Accidents	07/07/14	9:05 PM	No Passing Zone	PDO & I	1-1	Dark-Road Unlighted	Dry	Cloudy	Other	Driver Inattention
447	208 8301 1057	Non-Intersection Accidents	04/06/15	7:45 PM	None	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
448	208 8301 1057	Non-Intersection Accidents	04/22/15	8:07 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
449	208 8301 1057	Non-Intersection Accidents	09/26/15	12:45 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
450	208 8301 1057	Non-Intersection Accidents	11/24/15	2:20 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Overtaking	Glare, Following Too Closely

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
451	208 8301 1058	Non-Intersection Accidents	02/14/13	11:27 AM	No Passing Zone	N/R	3-0	Daylight	Wet	Clear	Other	Following Too Closely
452	208 8301 1058	Non-Intersection Accidents	02/15/13	5:05 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
453	208 8301 1058	Non-Intersection Accidents	10/21/13	7:58 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Fell Asleep
454	208 8301 1058	Non-Intersection Accidents	10/25/13	12:22 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
455	208 8301 1058	Non-Intersection Accidents	12/17/13	6:43 AM	No Passing Zone	N/R	2-0	Dark-Road Unlighted	Snow/Ice	Snow	Rear End	Following Too Closely, Pavement Slippery
456	208 8301 1059	Non-Intersection Accidents	11/15/13	10:15 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
457	208 8301 1059	Non-Intersection Accidents	03/07/14	5:36 AM	None	N/R	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
458	208 8301 1059	Non-Intersection Accidents	01/08/15	9:20 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
459	208 8301 1059	Non-Intersection Accidents	01/12/15	8:35 AM	No Passing Zone	PDO & I	1-1	Daylight	Slush	Sleet	Other	Pavement Slippery
460	208 8301 1059	Intersection Accidents-Rena Merie	05/21/13	2:59 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Lost Consciousness
461	208 8301 1059	Intersection Accidents-Rena Merie	06/24/14	6:21 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
462	208 8301 1059	Intersection Accidents-Rena Merie	02/13/15	6:56 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
463	208 8301 1059	Intersection Accidents-Rena Merie	03/04/15	11:39 AM	No Passing Zone	N/R	1-0	Daylight	Wet	Cloudy	Other	Driver Inexperience
464	208 8301 1060	Non-Intersection Accidents	03/16/13	2:08 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Driver Inattention
465	208 8301 1060	Non-Intersection Accidents	03/20/13	9:20 AM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Fell Asleep
466	208 8301 1060	Non-Intersection Accidents	07/16/13	3:35 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
467	208 8301 1060	Non-Intersection Accidents	10/20/13	6:45 AM	Unknown	PDO	1-0	Dawn	Dry	Clear	Other	N/A
468	208 8301 1061	Non-Intersection Accidents	08/08/13	8:00 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Cloudy	Other	Passing or Lane Usage Improperly
469	208 8301 1061	Non-Intersection Accidents	09/06/13	12:00 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Driver Inattention
470	208 8301 1061	Non-Intersection Accidents	11/28/13	5:55 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Alcohol Involvement, Unsafe Speed
471	208 8301 1061	Non-Intersection Accidents	03/08/14	7:50 PM	No Passing Zone	PDO & I	1-1	Dark-Road Unlighted	Dry	Clear	Other	Fell Asleep
472	208 8301 1061	Non-Intersection Accidents	05/28/14	7:59 AM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Animal's Action
473	208 8301 1061	Non-Intersection Accidents	02/18/15	11:56 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Snow/Ice	Cloudy	Other	Pavement Slippery
474	208 8301 1061	Non-Intersection Accidents	09/24/15	7:42 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
475	208 8301 1062	Non-Intersection Accidents	06/25/13	3:58 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Cloudy	Other	Driver Inattention
476	208 8301 1062	Non-Intersection Accidents	03/02/14	6:28 AM	No Passing Zone	N/R	1-0	Dawn	Dry	Cloudy	Other	Animal's Action
477	208 8301 1062	Non-Intersection Accidents	11/26/14	10:50 AM	No Passing Zone	N/R	2-0	Daylight	Snow/Ice	Snow	Rear End	Pavement Slippery,Reaction to Other Uninvolved Veh.
478	208 8301 1062	Non-Intersection Accidents	11/26/14	1:40 PM	No Passing Zone	PDO	1-0	Daylight	Snow/Ice	Snow	Other	Pavement Slippery
479	208 8301 1062	Non-Intersection Accidents	11/26/14	10:55 AM	No Passing Zone	N/R	1-0	Daylight	Snow/Ice	Snow	Other	Pavement Slippery
480	208 8301 1062	Non-Intersection Accidents	01/03/15	6:50 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Snow/Ice	Rain	Other	Pavement Slippery
481	208 8301 1062	Non-Intersection Accidents	10/09/15	8:28 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
482	208 8301 1062	Non-Intersection Accidents	10/09/15	8:25 AM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
483	208 8301 1062	Intersection Accidents-Horton Road	01/04/13	12:32 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
484	208 8301 1062	Intersection Accidents-Horton Road	07/17/13	9:08 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Left Turn	Following Too Closely
485	208 8301 1062	Intersection Accidents-Horton Road	07/30/13	10:57 AM	Stop Sign	N/R	2-0	Daylight	Dry	Clear	Rear End	Backing Unsafely
486	208 8301 1062	Intersection Accidents-Horton Road	12/17/13	4:30 PM	Stop Sign	PDO	2-1	Daylight	Snow/Ice	Snow	Head On	Passing or Lane Usage Improperly,Pavement Slippery
487	208 8301 1062	Intersection Accidents-Horton Road	03/03/14	12:00 AM	Unknown	PDO	1-0	Unknown	Unknown	Unknown	Other	N/A
488	208 8301 1062	Intersection Accidents-Horton Road	03/07/14	7:35 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
489	208 8301 1062	Intersection Accidents-Horton Road	03/07/14	7:35 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
490	208 8301 1062	Intersection Accidents-Horton Road	03/28/14	11:30 PM	Unknown	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	N/A
491	208 8301 1062	Intersection Accidents-Horton Road	05/17/14	12:10 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
492	208 8301 1062	Intersection Accidents-Horton Road	09/09/14	12:38 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
493	208 8301 1062	Intersection Accidents-Horton Road	12/31/14	7:12 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Cloudy	Right Angle	Failure To Yield Right Of Way
494	208 8301 1064	Non-Intersection Accidents	01/25/13	11:10 PM	No Passing Zone	PDO & I	1-1	Dark-Road Unlighted	Snow/Ice	Snow	Other	Pavement Slippery
495	208 8301 1065	Non-Intersection Accidents	03/10/13	12:18 PM	None	PDO & I	2-1	Dark-Road Unlighted	Dry	Cloudy	Rear End	Alcohol Involvement, Unsafe Speed
496	208 8301 1065	Non-Intersection Accidents	07/04/13	2:00 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
497	208 8301 1065	Non-Intersection Accidents	11/03/13	1:30 AM	None	I	1-1	Dark-Road Unlighted	Dry	Clear	Other	Pedestrian's Error/Confusion
498	208 8301 1065	Non-Intersection Accidents	11/12/13	1:15 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Illness
499	208 8301 1065	Non-Intersection Accidents	11/15/13	6:15 AM	No Passing Zone	N/R	1-0	Dawn	Dry	Clear	Other	Animal's Action
500	208 8301 1065	Non-Intersection Accidents	09/05/14	5:50 PM	None	PDO	1-0	Daylight	Dry	Clear	Other	N/A
501	208 8301 1065	Non-Intersection Accidents	10/22/14	10:40 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Wet	Rain	Other	Obstruction/Debris

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
502	208 8301 1066	Non-Intersection Accidents	01/02/13	3:20 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely,Outside Car Distraction
503	208 8301 1066	Non-Intersection Accidents	06/18/13	10:25 AM	Traffic Signal	N/R	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely
504	208 8301 1066	Non-Intersection Accidents	06/25/13	12:55 PM	Traffic Signal	PDO & I	2-2	Daylight	Dry	Cloudy	Right Angle	Passing or Lane Usage Improperly
505	208 8301 1066	Non-Intersection Accidents	11/26/13	4:40 PM	Traffic Signal	PDO	2-0	Dark-Road Unlighted	Wet	Rain	Rear End	Driver Inattention, Pavement Slippery
506	208 8301 1066	Non-Intersection Accidents	01/02/14	8:28 PM	No Passing Zone	PDO & I	2-1	Dark-Road Unlighted	Snow/Ice	Snow	Head On	Pavement Slippery
507	208 8301 1066	Non-Intersection Accidents	06/05/14	4:40 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Left Turn	Failure To Yield Right Of Way
508	208 8301 1066	Non-Intersection Accidents	07/10/14	4:26 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
509	208 8301 1066	Non-Intersection Accidents	01/30/15	5:45 PM	Traffic Signal	PDO & I	2-1	Dark-Road Unlighted	Dry	Clear	Left Turn	Failure To Yield Right Of Way,Driver Inexperience
510	208 8301 1066	Non-Intersection Accidents	04/07/15	7:43 PM	Traffic Signal	PDO	2-0	Dark-Road Unlighted	Wet	Rain	Head On	Failure To Yield Right Of Way
511	208 8301 1066	Non-Intersection Accidents	10/09/15	4:13 AM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Clear	Right Angle	Driver Inattention
512	208 8301 1066	Non-Intersection Accidents	11/20/15	7:02 AM	Traffic Signal	I	2-1	Daylight	Dry	Cloudy	Rear End	Following Too Closely
513	208 8301 1067	Intersection Accidents-Woodcock Rd	11/07/15	5:37 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Cloudy	Rear End	Backing Unsafely
514	208 8301 1068	Non-Intersection Accidents	01/15/13	8:05 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Cloudy	Head On	Turning Improper, Driver Inattention
515	208 8301 1068	Non-Intersection Accidents	03/13/13	5:20 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely, Turning Improper
516	208 8301 1069	Non-Intersection Accidents	10/05/15	9:20 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
517	208 8301 1069	Non-Intersection Accidents	12/27/15	5:58 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Wet	Cloudy	Other	Animal's Action
518	208 8301 1070	Non-Intersection Accidents	11/20/13	4:35 PM	No Passing Zone	N/R	2-0	Dusk	Dry	Cloudy	Rear End	Driver Inattention
519	208 8301 1070	Non-Intersection Accidents	12/25/13	7:03 PM	None	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
520	208 8301 1070	Non-Intersection Accidents	10/05/14	11:30 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
521	208 8301 1070	Non-Intersection Accidents	05/16/15	2:24 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Reaction to Other Uninvolved Vehicle
522	208 8301 1071	Non-Intersection Accidents	03/13/13	6:50 AM	No Passing Zone	PDO	1-0	Dawn	Dry	Clear	Other	Animal's Action
523	208 8301 1071	Non-Intersection Accidents	11/20/13	6:45 PM	No Passing Zone	PDO	2-0	Dark-Road Unlighted	Dry	Cloudy	Rear End	Following Too Closely
524	208 8301 1071	Non-Intersection Accidents	05/16/15	11:45 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Overtaking	Backing Unsafely, View Obstructed/Limited
525	208 8301 1072	Non-Intersection Accidents	04/29/14	2:50 PM	No Passing Zone	PDO	2-0	Daylight	Wet	Rain	Rear End	Following Too Closely, Driver Inattention
526	208 8301 1073	Non-Intersection Accidents	04/10/13	6:15 PM	None	N/R	2-0	Daylight	Wet	Rain	Rear End	Pavement Slippery
527	208 8301 1073	Non-Intersection Accidents	07/07/13	9:31 PM	None	N/R	1-0	Dark-Road Lighted	Dry	Cloudy	Other	Animal's Action
528	208 8301 1073	Non-Intersection Accidents	08/17/13	1:50 PM	No Passing Zone	PDO & I	2-2	Daylight	Dry	Clear	Sideswipe	Driver Inattention, Failure To Keep Right
529	208 8301 1073	Non-Intersection Accidents	12/03/13	6:32 PM	No Passing Zone	I	2-1	Dark-Road Lighted	Dry	Cloudy	Rear End	Following Too Closely
530	208 8301 1073	Non-Intersection Accidents	02/04/14	7:11 PM	No Passing Zone	PDO & I	3-1	Dark-Road Lighted	Wet	Cloudy	Other	Driver Inattention, Pavement Slippery
531	208 8301 1073	Non-Intersection Accidents	05/13/14	6:20 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
532	208 8301 1073	Non-Intersection Accidents	06/17/14	5:32 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Following Too Closely
533	208 8301 1073	Non-Intersection Accidents	11/12/14	4:48 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
534	208 8301 1073	Non-Intersection Accidents	12/04/14	8:10 PM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
535	208 8301 1073	Intersection Accidents-Depot Street	01/04/13	6:35 AM	None	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
536	208 8301 1073	Intersection Accidents-Depot Street	12/02/13	1:22 AM	No Passing Zone	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
537	208 8301 1073	Intersection Accidents-Depot Street	06/05/14	5:38 PM	Stop Sign	PDO	2-0	Daylight	Dry	Clear	Right Turn	Failure To Yield Right Of Way
538	208 8301 1073	Intersection Accidents-Depot Street	06/22/14	12:30 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Other
539	208 8301 1073	Intersection Accidents-Depot Street	09/17/15	6:41 PM	None	PDO	2-0	Daylight	Dry	Clear	Right Angle	Failure To Yield Right Of Way
540	208 8301 1074	Non-Intersection Accidents	01/28/13	11:15 AM	Traffic Signal	PDO	2-0	Daylight	Wet	Snow	Rear End	Turning Improper, Following Too Closely
541	94 8301 1232	Intersection Accidents-JCT NY 208	02/05/13	7:10 PM	Traffic Signal	N/R	1-0	Dark-Road Lighted	Wet	Snow	Other	Driver Inattention, Pedestrians Error/Confusion
542	208 8301 1074	Non-Intersection Accidents	05/13/13	5:04 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Following Too Closely, Driver Inexperience
543	208 8301 1074	Non-Intersection Accidents	09/18/13	2:35 PM	Traffic Signal	N/R	2-0	Daylight	Dry	Clear	Rear End	Other
544	208 8301 1074	Non-Intersection Accidents	10/22/13	7:25 PM	No Passing Zone	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Rear End	Driver Inattention
545	94 8301 1232	Intersection Accidents-JCT NY 208	11/09/13	9:45 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Right Turn	Failure To Yield Right Of Way/Driver Inattention
546	94 8301 1232	Intersection Accidents-JCT NY 208	12/31/13	5:43 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Snow/Ice	Snow	Right Angle	Pavement Slippery
547	94 8301 1232	Intersection Accidents-JCT NY 208	12/31/13	5:10 PM	Traffic Signal	PDO & I	3-1	Dark-Road Lighted	Snow/Ice	Snow	Other	Pavement Slippery
548	208 8301 1074	Non-Intersection Accidents	01/28/14	12:37 PM	None	I	2-1	Daylight	Dry	Cloudy	Other	View Obstructed/Limited,Pedestrians Error/Confusion
549	208 8301 1074	Non-Intersection Accidents	03/19/14	3:08 PM	Stop Sign	PDO & I	4-3	Daylight	Wet	Rain	Other	Failure To Yield Right Of Way
550	94 8301 1232	Intersection Accidents-JCT NY 208	04/25/14	6:18 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Driver Inattention
551	208 8301 1074	Non-Intersection Accidents	04/28/14	3:38 PM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Overtaking	Driver Inattention
552	208 8301 1074	Non-Intersection Accidents	06/10/14	11:25 AM	Traffic Signal	N/R	2-0	Daylight	Dry	Cloudy	Overtaking	Other (Vehicle)
553	208 8301 1074	Non-Intersection Accidents	06/25/14	5:44 PM	None	I	2-1	Daylight	Dry	Clear	Rear End	Driver Inattention
554	94 8301 1232	Intersection Accidents-JCT NY 208	08/23/14	9:30 PM	Traffic Signal	PDO	2-0	Dark-Road Lighted	Dry	Clear	Right Angle	Traffic Control Devices Disregarded
555	94 8301 1232	Intersection Accidents-JCT NY 208	11/10/14	4:25 PM	Traffic Signal	PDO	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
556	208 8301 1074	Non-Intersection Accidents	11/29/14	6:45 PM	No Passing Zone	PDO	3-0	Dark-Road Lighted	Dry	Cloudy	Other	Driver Inattention
557	94 8301 1232	Intersection Accidents-JCT NY 208	11/30/14	12:20 AM	None	N/R	1-0	Dark-Road Lighted	Dry	Clear	Other	Animal's Action
558	208 8301 1074	Non-Intersection Accidents	12/31/14	1:19 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Rear End	Backing Unsafely
559	94 8301 1232	Intersection Accidents-JCT NY 208	05/09/15	12:00 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Unknown	N/A
560	208 8301 1074	Non-Intersection Accidents	10/23/15	10:30 AM	Unknown	PDO	2-0	Daylight	Dry	Clear	Unknown	Unknown
561	208 8301 1074	Non-Intersection Accidents	12/04/15	10:08 PM	Traffic Signal	N/R	2-0	Dark-Road Lighted	Dry	Cloudy	Rear End	Driver Inattention,Reaction To Other Uninvolved Veh.

* PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

TABLE NO. 1 - F

ACCIDENT SUMMARY
NYS ROUTE 208, TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

	NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
562	208 8301 1075	Non-Intersection Accidents	05/04/13	9:31 AM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Brakes Defective, Driver Inattention
563	208 8301 1075	Non-Intersection Accidents	08/18/13	10:05 AM	No Passing Zone	N/R	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention, Following Too Closely
564	208 8301 1075	Non-Intersection Accidents	08/27/13	8:27 AM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
565	208 8301 1075	Non-Intersection Accidents	11/22/13	7:26 AM	Traffic Signal	I	1-1	Daylight	Wet	Rain	Other	Driver Inattention, Pedestrians Error/Confusion
566	208 8301 1075	Non-Intersection Accidents	02/02/14	11:33 AM	No Passing Zone	PDO	2-0	Daylight	Dry	Cloudy	Rear End	Driver Inattention, Following Too Closely
567	208 8301 1075	Non-Intersection Accidents	05/20/14	1:05 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Reaction To Other Uninvolved Vehicle
568	208 8301 1075	Non-Intersection Accidents	07/01/14	4:11 PM	Traffic Signal	I	1-1	Daylight	Dry	Clear	Other	Failure To Yield Right Of Way/Driver Inattention
569	208 8301 1075	Non-Intersection Accidents	10/25/14	12:02 PM	No Passing Zone	PDO	2-0	Daylight	Dry	Clear	Right Angle	Driver Inattention
570	208 8301 1075	Non-Intersection Accidents	11/09/14	11:41 AM	None	N/R	2-0	Daylight	Dry	Clear	Unknown	Driver Inattention
571	208 8301 1076	Non-Intersection Accidents	03/18/13	7:56 PM	No Passing Zone	PDO	2-0	Dark-Road Lighted	Snow/Ice	Snow	Sideswipe	Pavement Slippery
572	208 8301 1077	Non-Intersection Accidents	04/28/13	5:01 PM	No Passing Zone	PDO & I	1-1	Daylight	Dry	Clear	Other	Animal Action
573	208 8301 1077	Intersection Accidents-Lark	09/18/14	7:11 PM	No Passing Zone	PDO	1-0	Dusk	Dry	Clear	Other	Animal's Action
574	208 8301 1077	Intersection Accidents-Lark	01/25/15	8:49 PM	None	PDO	2-0	Dark-Road Lighted	Dry	Cloudy	Right Turn	Failure To Yield Right Of Way/Driver Inexperience

NOTES:

1) ACCIDENT OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR THE TIME PERIOD BETWEEN JANUARY, 1 2013 THROUGH DECEMBER 31, 2015.

2) THE PROPOSED SITE ACCESS DRIVEWAY IS LOCATED BETWEEN REFERENCE MARKER 208 8301 1003 AND 208 8301 1077.

3) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

4) ACCIDENTS OBTAINED ARE LOCATED BETWEEN REFERENCE MARKER 208 8301 1003 AND 208 8301 1077.

TABLE No. 2 - F

ACCIDENT SUMMARY
CLOVE ROAD (C.R. 27), TOWN OF BLOOMING GROVE, ORANGE COUNTY, NEW YORK

NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
	CLOVE ROAD (C.R. 27)	02/05/11	10:30 AM	No Passing Zone	PDO	2-2	Daylight	Slush	Sleet	Right Angle	Pavement Slippery
	CLOVE ROAD (C.R. 27)	03/12/11	4:05 AM	No Passing Zone	PDO	1-2	Dark-Road Unlighted	Dry	Cloudy	Other	Unsafe Speed, Passing or Lane Usage Improperly
	CLOVE ROAD (C.R. 27)	06/01/11	7:30 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Driver Inattention
	CLOVE ROAD (C.R. 27)	06/27/11	10:40 AM	No Passing Zone	PDO	2-1	Daylight	Dry	Clear	Right Angle	Failure to Yield Right of Way
	CLOVE ROAD (C.R. 27)	08/01/11	3:00 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	10/24/11	4:15 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	11/14/11	10:10 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	10/27/11	6:00 PM	None	PDO	1-0	Dusk	Dry	Clear	Other	Unknown
	CLOVE ROAD (C.R. 27)	01/08/12	3:20 AM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	06/19/12	7:00 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Clear	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	11/09/12	5:55 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	11/09/12	5:55 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Dry	Cloudy	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	10/15/12	6:15 PM	None	PDO	1-0	Dusk	Wet	Rain	Other	Unknown
	CLOVE ROAD (C.R. 27)	12/29/12	4:25 PM	No Passing Zone	N/R	1-0	Dark-Road Unlighted	Snow/Ice	Snow	Other	Pavement Slippery
	CLOVE ROAD (C.R. 27)	02/14/13	7:02 PM	No Passing Zone	PDO	1-0	Dark-Road Unlighted	Dry	Clear	Other	Driver Inattention
	CLOVE ROAD (C.R. 27)	03/19/13	1:55 AM	None	N/R	1-0	Dark-Road Unlighted	Snow/Ice	Snow	Other	Pavement Slippery
	CLOVE ROAD (C.R. 27)	05/07/13	1:46 PM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action
	CLOVE ROAD (C.R. 27)	07/11/13	2:35 PM	No Passing Zone	PDO	1-0	Daylight	Dry	Cloudy	Other	Driver Inattention
	CLOVE ROAD (C.R. 27)	12/12/13	7:00 AM	No Passing Zone	N/R	1-0	Daylight	Dry	Clear	Other	Animal's Action

NOTES:

1) ACCIDENT OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR THE TIME PERIOD BETWEEN JANUARY, 1 2011 THROUGH DECEMBER, 31 2013.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

TABLE 3 - F

SUMMARY OF ACCIDENT RATES AND COMPARISON TO STATE WIDE AVERAGE

NYS ROUTE 208 (BETWEEN 208 8301 1003 - 208 8301 1077)				
YEARS	3			
AADT	15,922	VPD		
DISTANCE	7.0	MILES		
NUMBER OF ACCIDENTS	**RATE**		**STATEWIDE AVERAGE**	
576	**4.72**	**ACC/MVM**	**2.3**	**ACC/MVM**

CLOVE ROAD (C.R. 27) (BETWEEN NYS ROUTE 208 & ROUND HILL ROAD)				
YEARS	3			
AADT	4,935	VPD		
DISTANCE	1.0	MILES		
NUMBER OF ACCIDENTS	**RATE**		**STATEWIDE AVERAGE**	
19	**3.52**	**ACC/MVM**	**2.3**	**ACC/MVM**

COLLISION DIAGRAM

MUNICIPALITY: S. BLOOMING GROVE COUNTY: ORANGE

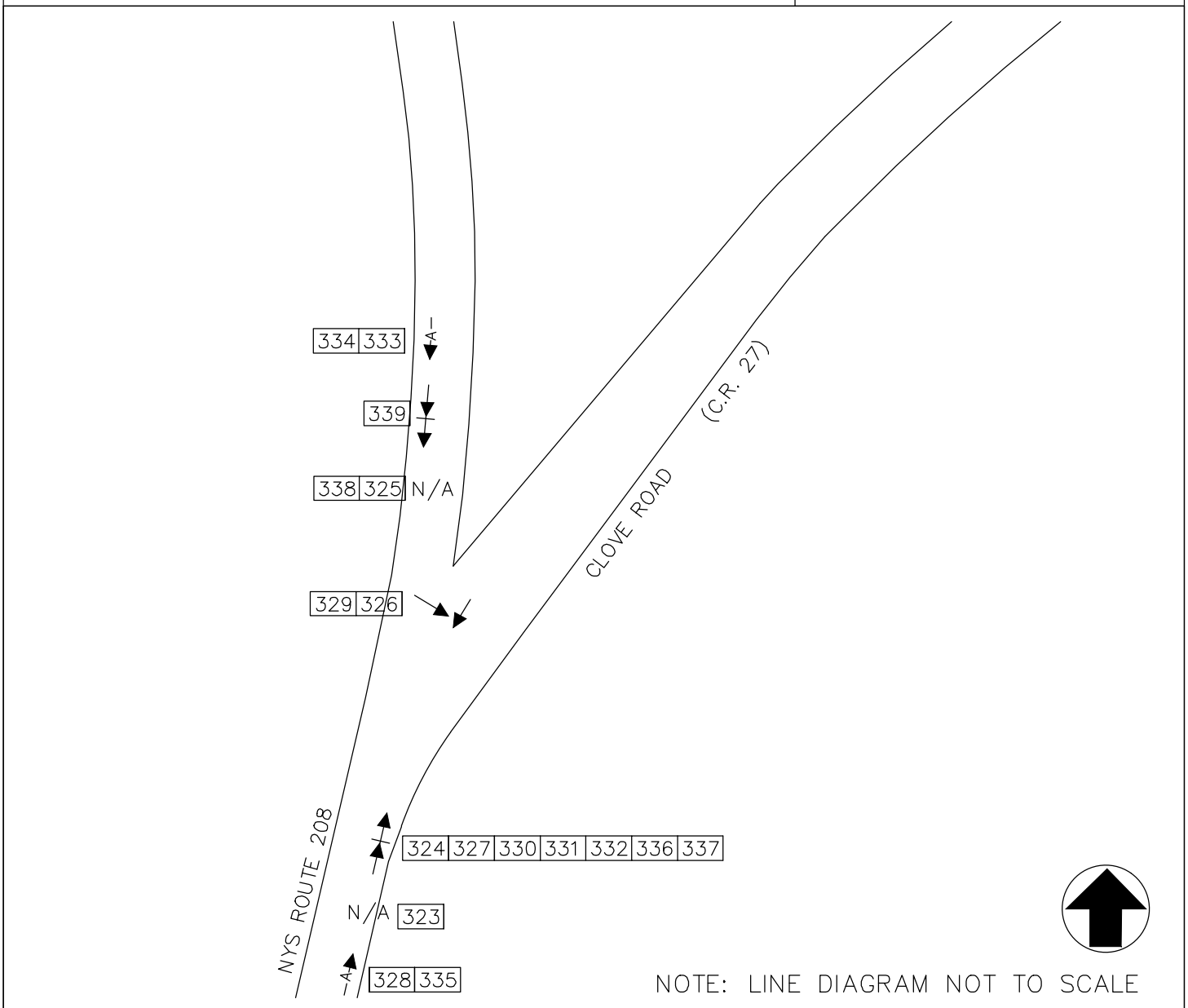
INTERSECTION: NYS ROUTE 208 & CLOVE ROAD (C.R. 27)

PERIOD: 3 YEARS 3 FROM 1/1/2013 TO 12/31/2015

LOCATION # : 1

REF MARKER: 208 8301 1038

BY: MASER DATE: 3/10/2017



NUMBER OF ACCIDENTS	
NON-REPORTABLE	6
PROPERTY DAMAGE	7
INJURY	4
FATALITY	0
TOTAL ACCIDENTS	17

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

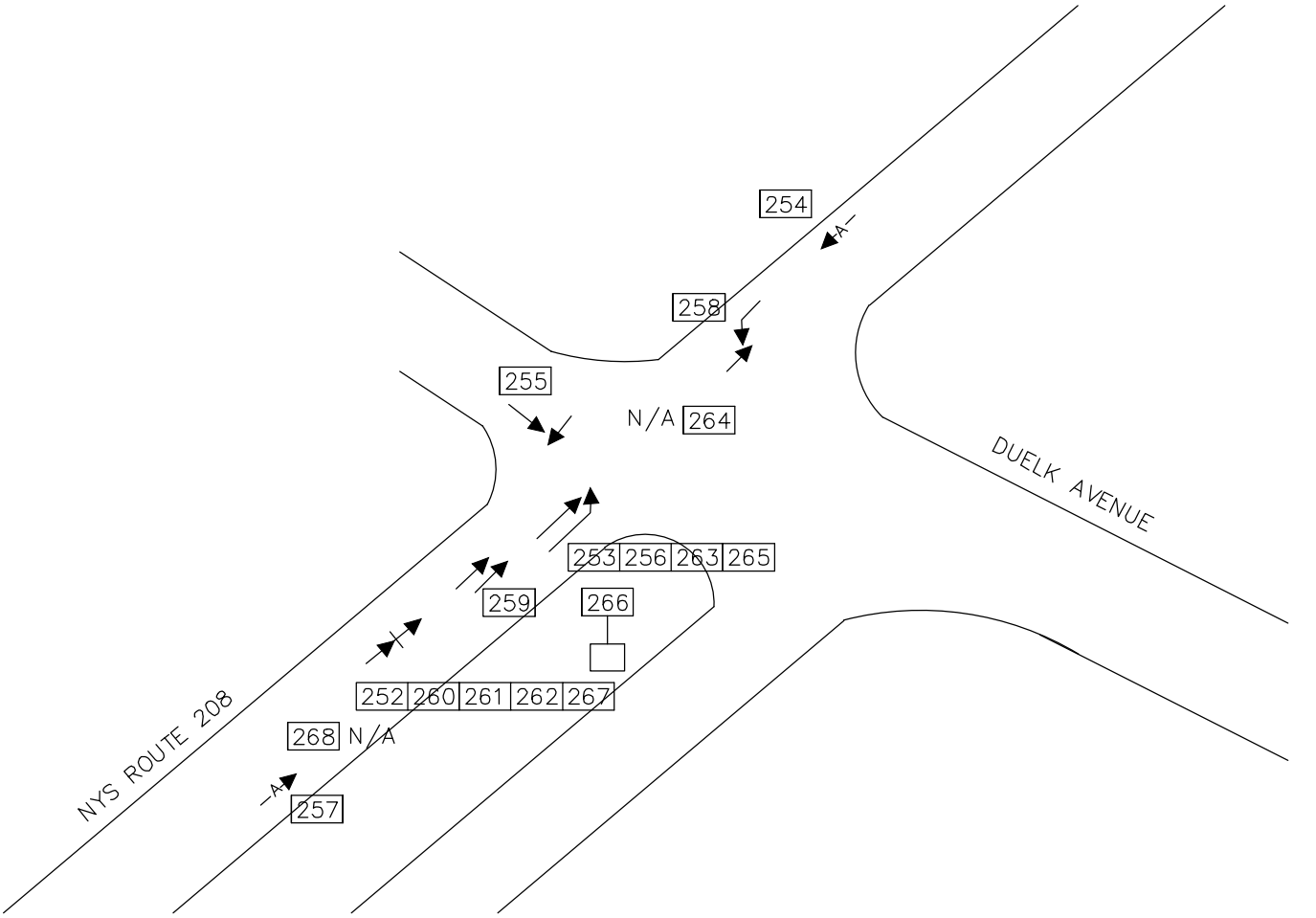
MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: S. BLOOMING GROVE COUNTY: ORANGE
INTERSECTION: NYS ROUTE 208 & DUELK AVENUE
PERIOD: 3 YEARS 3 FROM 1/1/2013 TO 12/31/2015

LOCATION # : 2
REF MARKER: 208 8301 1026
BY: MASER DATE: 3/10/2017



NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	6
PROPERTY DAMAGE	7
INJURY	4
FATALITY	0
TOTAL ACCIDENTS	17

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- —M— MOTORCYCLE
- --R— PEDESTRAIN
- BACKING VEHICLE
- —B— BICYCLE
- STOPPED VEHICLE
- —A— ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

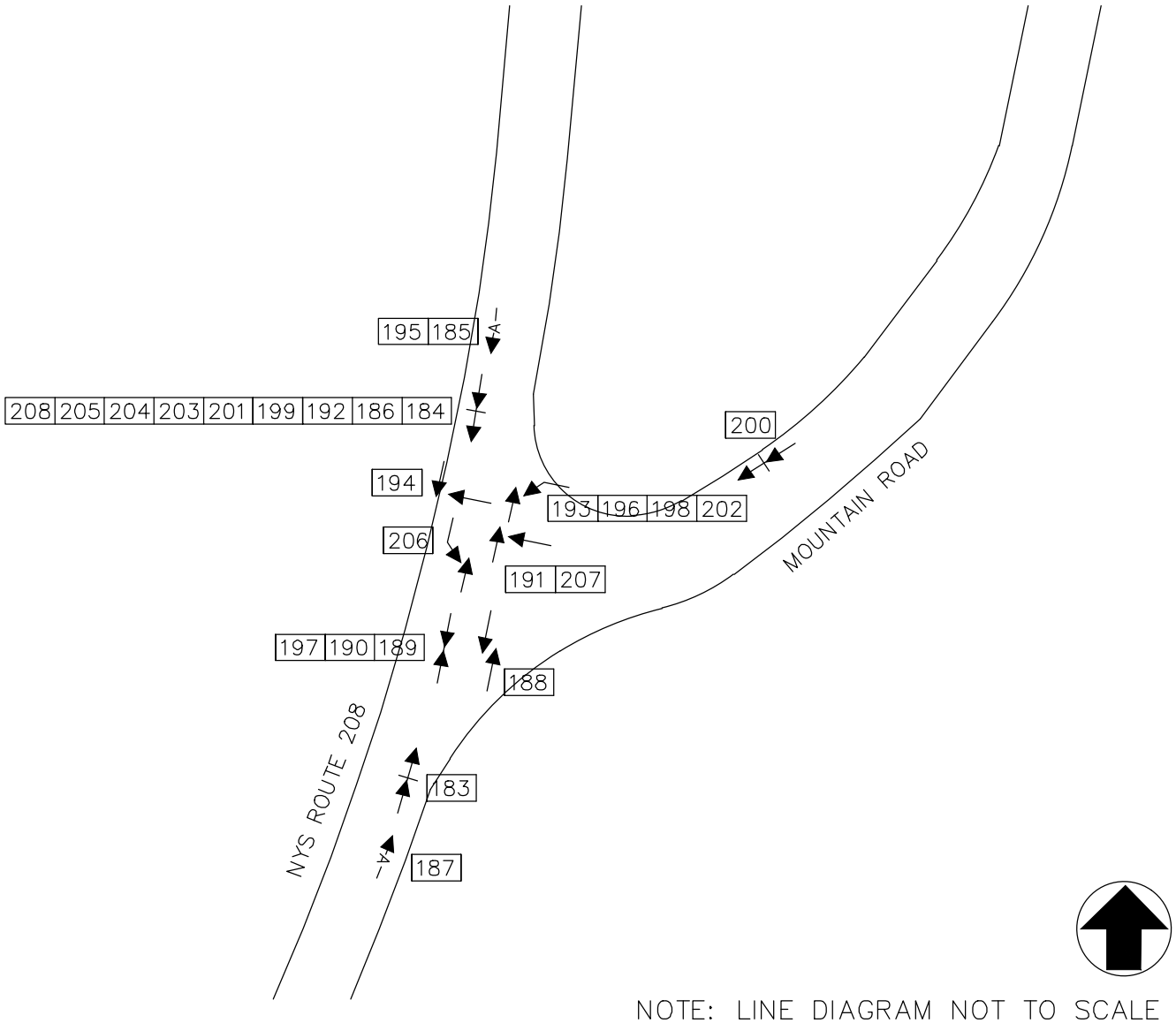
MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: S. BLOOMING GROVE COUNTY: ORANGE
INTERSECTION: NYS ROUTE 208 & MOUNTAIN ROAD
PERIOD: 3 YEARS 3 FROM 1/1/2013 TO 12/31/2015

LOCATION # : 3
REF MARKER: 208 8301 1018
BY: MASER DATE: 3/6/2017



NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	4
PROPERTY DAMAGE	13
INJURY	9
FATALITY	0
TOTAL ACCIDENTS	26

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

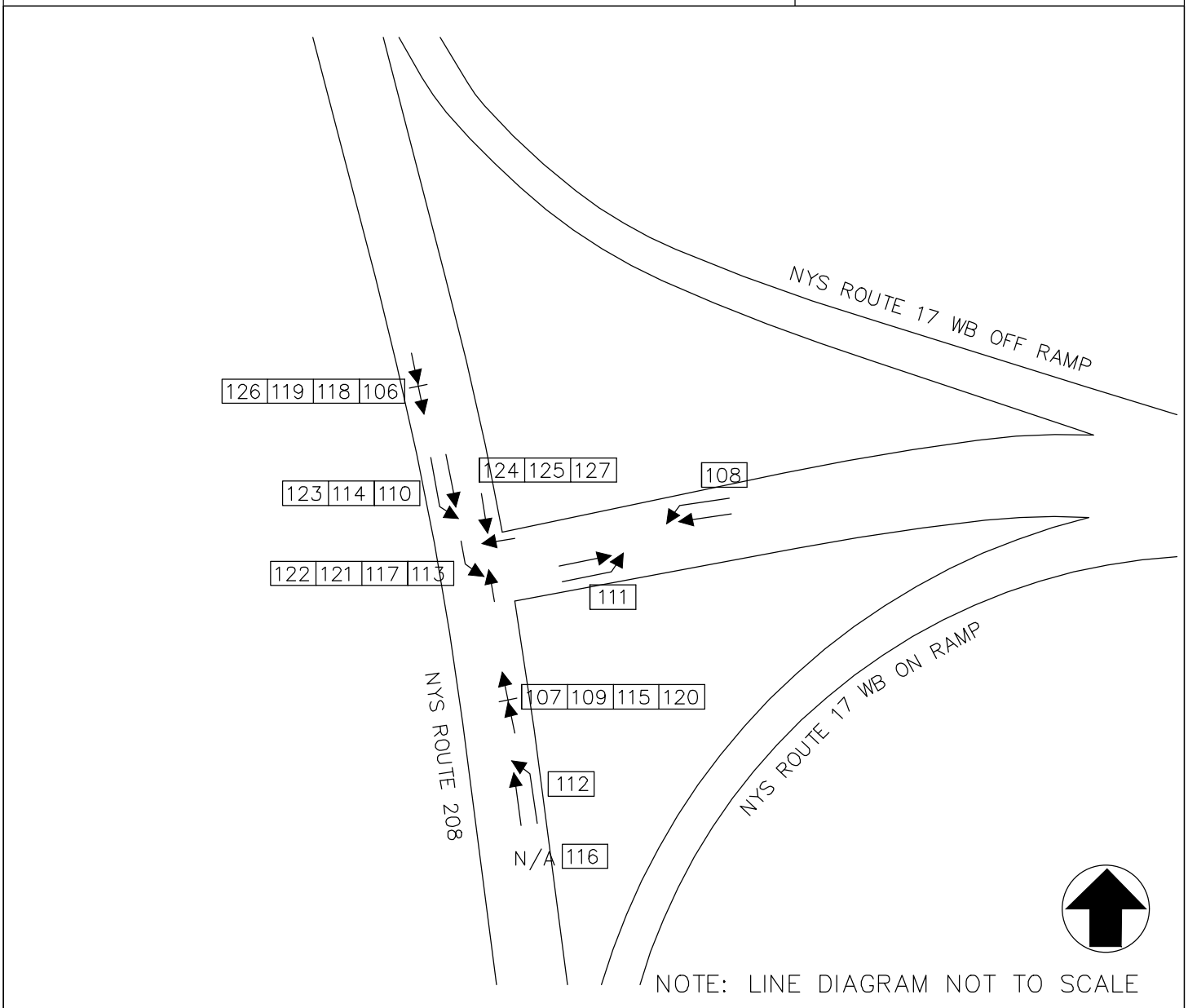
MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: S. BLOOMING GROVE COUNTY: ORANGE
INTERSECTION: NYS ROUTE 208 & NYS ROUTE 17 WB ON/OFF RAMP
PERIOD: 3 YEARS 3 FROM 1/1/2013 TO 12/31/2015

LOCATION # : 4
REF MARKER: 208 8301 1009-1010
BY: MASER DATE: 3/6/2017



NUMBER OF ACCIDENTS	
NON-REPORTABLE	5
PROPERTY DAMAGE	12
INJURY	5
FATALITY	0
TOTAL ACCIDENTS	22

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: S. BLOOMING GROVE COUNTY: ORANGE

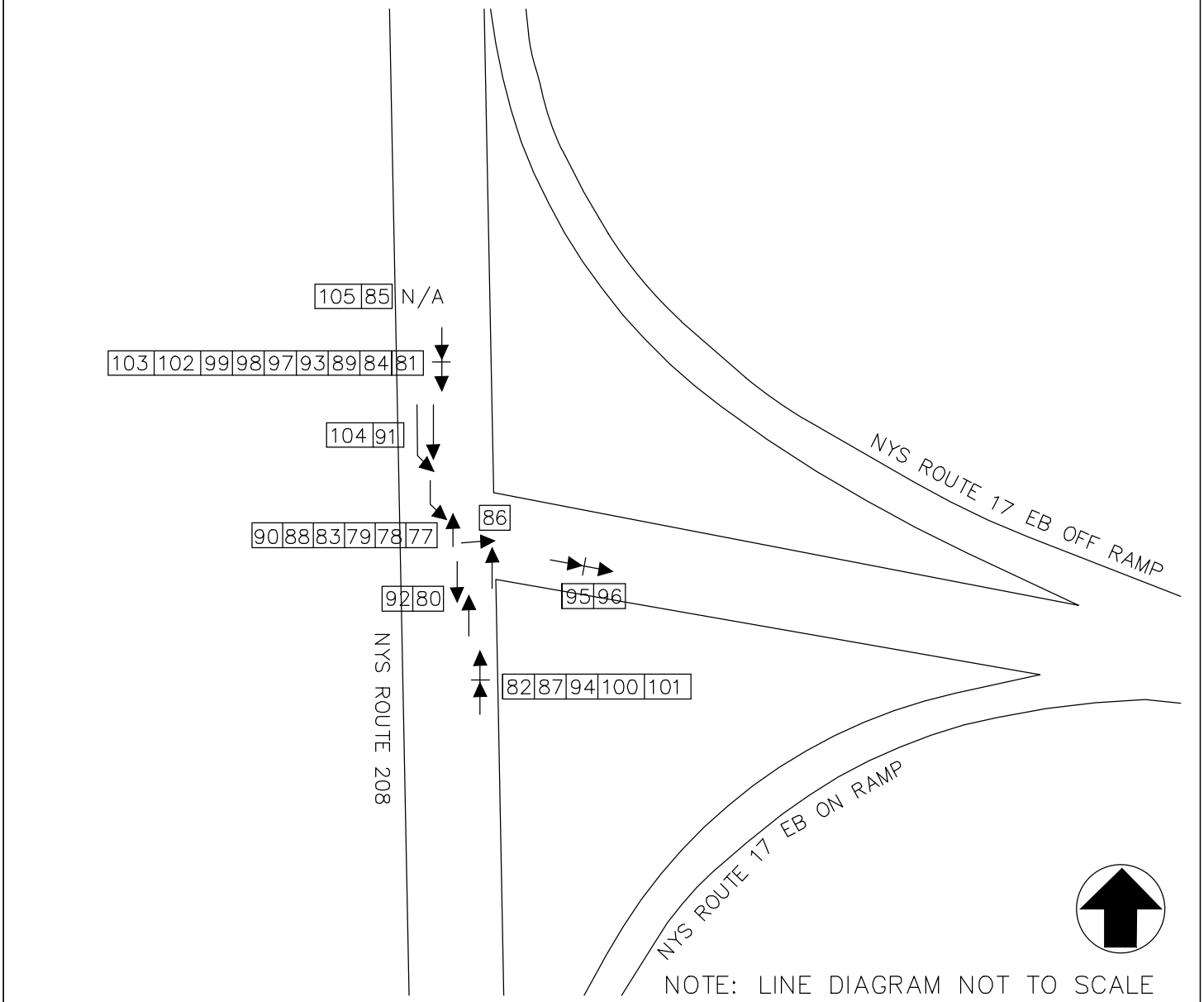
INTERSECTION: NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP

PERIOD: 3 YEARS 3 FROM 1/1/2013 TO 12/31/2015

LOCATION # : 5

REF MARKER: 208 8301 1007–1008

BY: MASER DATE: 3/6/2017



NUMBER OF ACCIDENTS	
NON–REPORTABLE	5
PROPERTY DAMAGE	17
INJURY	7
FATALITY	0
TOTAL ACCIDENTS	29

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- —M— MOTORCYCLE
- --R-- PEDESTRAIN
- BACKING VEHICLE
- —B— BICYCLE
- STOPPED VEHICLE
- —A— ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

Program: sass1701

NYSDOT Safety Information Management System

Date: 07/29/16 11:19

Accident Severity Summary

Intersection & Non-Intersection Accidents

Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2015

Route: 208 Highway Location Ref Mrkr Range: 208 83011003 - 208 83011077

Dates: 01-JAN-2013 thru 31-DEC-2015 Traffic Volume:

Total of Fatal Accd	Total of Injury Accd	Total of PDO Accd	Total of Non-Reportable	Total Number of Accidents	Accident Rate
1	141	269	165	576	

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2015

ROUTE: 208 HIGHWAY LOCATION: 208 83011003 - 208 83011077 DATES: 01-JAN-2013 - 31-DEC-2015

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS											
			TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
208 8301 1003			15	0	4	5	6	3	1	0	2	0	11	4
208 8301 1004		MONROE/HAMPTONBURG TN LN	33	0	6	10	17	0	4	0	1	1	25	7
208 8301 1004	83	SCHUNNEMUNK ST - N MAIN ST	21	0	3	8	10	2	1	0	2	0	13	7
208 8301 1005			2	0	1	0	1	0	0	0	1	0	1	1
208 8301 1005	80	RAMP TO 17	2	0	1	0	1	0	0	0	0	0	2	0
208 8301 1006			3	0	2	1	0	0	0	0	0	0	2	1
208 8301 1007			17	0	5	10	2	3	1	0	4	0	11	6
208 8301 1007	82	OFF RP FROM NY 17	1	0	0	1	0	0	0	0	0	0	1	0
208 8301 1008			11	0	2	6	3	0	0	0	0	1	9	1
208 8301 1009			5	0	1	2	2	2	0	0	0	2	2	1
208 8301 1009	84	RP TO NY 17	2	0	0	1	1	1	0	0	0	0	0	2
208 8301 1010		MONROE/BLOOMING GROVE LN	9	0	4	5	0	0	1	0	0	0	9	0
208 8301 1010	85	RP TO-FROM NY 17	6	0	0	4	2	0	0	0	0	0	6	0
208 8301 1011			14	0	3	7	4	1	0	0	0	0	12	2
208 8301 1012			10	0	3	4	3	0	1	0	0	0	7	3
208 8301 1013			4	0	0	3	1	0	0	0	0	0	2	2
208 8301 1013	89	MUSEUM VILL RD	9	0	3	3	3	3	0	0	0	1	5	2
208 8301 1014			5	0	0	3	2	2	3	0	0	0	2	3
208 8301 1015			2	0	0	2	0	0	0	0	0	0	0	2
208 8301 1016			3	0	2	0	1	0	0	0	0	0	1	1
208 8301 1017			8	0	1	4	3	1	2	0	0	1	6	1
208 8301 1018			7	0	1	4	2	0	0	0	0	0	4	3
208 8301 1018	91	MOUNTAIN RD-CR 44	19	0	8	9	2	2	0	0	0	0	12	6
208 8301 1019			2	0	1	1	0	0	0	0	0	0	1	1
208 8301 1020			2	0	2	0	0	0	0	0	0	0	1	1
208 8301 1021			2	0	0	1	1	0	0	0	0	0	1	1
208 8301 1023			10	0	3	4	3	2	4	0	0	1	7	2

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
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Intersection & Non-Intersection Accidents
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ROUTE: 208 HIGHWAY LOCATION: 208 83011003 - 208 83011077 DATES: 01-JAN-2013 - 31-DEC-2015

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS											
			TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
208 8301 1023	90	PEDDLER HILL RD	11	0	2	7	2	3	0	0	1	2	7	2
208 8301 1024			7	0	0	5	2	2	4	0	0	0	4	3
208 8301 1025			10	0	1	6	3	1	1	0	0	1	5	4
208 8301 1026			7	0	3	4	0	0	0	0	1	0	3	4
208 8301 1026	08	BARRON RD	10	0	1	3	6	1	1	0	0	0	6	3
208 8301 1027			9	0	1	4	4	2	2	0	0	0	4	5
208 8301 1027	96	HILLSIDE RD	8	0	2	5	1	1	0	0	0	0	7	1
208 8301 1027	97	CAPT CARPENTER RD	1	0	0	0	1	0	0	0	0	0	1	0
208 8301 1028			1	0	0	0	1	0	0	0	1	0	1	0
208 8301 1029			5	0	1	2	2	0	1	0	0	0	1	4
208 8301 1030			1	0	0	1	0	0	0	0	0	0	0	1
208 8301 1031			2	0	1	0	1	0	1	0	0	0	1	1
208 8301 1031	01	MANGIN RD	5	0	3	0	2	0	1	0	1	0	5	0
208 8301 1032			11	0	3	6	2	1	1	0	0	1	5	5
208 8301 1033			6	1	2	3	0	0	3	0	0	0	4	2
208 8301 1034			2	0	1	1	0	0	1	0	0	0	1	1
208 8301 1035			1	0	1	0	0	0	0	0	0	0	1	0
208 8301 1036			1	0	0	1	0	0	1	0	0	0	1	0
208 8301 1037			1	0	0	1	0	0	0	0	0	0	1	0
208 8301 1038			14	0	3	7	4	3	4	0	1	0	9	5
208 8301 1038	79	CO RD 27-CLOVE RD	3	0	1	0	2	0	1	0	0	1	2	0
208 8301 1039			6	0	2	1	3	1	2	0	0	0	2	4
208 8301 1040			4	0	2	1	1	0	1	1	0	0	3	1
208 8301 1041			3	0	0	2	1	1	0	0	0	0	2	1
208 8301 1042			2	0	0	2	0	0	0	0	1	0	2	0
208 8301 1043			9	0	3	1	5	1	3	0	0	0	4	5
208 8301 1044			1	0	0	0	1	0	0	0	0	0	1	0

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

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ROUTE: 208 HIGHWAY LOCATION: 208 83011003 - 208 83011077 DATES: 01-JAN-2013 - 31-DEC-2015

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS											
			TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
208 8301 1046			2	0	1	0	1	0	0	0	0	0	1	1
208 8301 1047			2	0	1	1	0	0	0	0	0	0	1	1
208 8301 1048			4	0	0	4	0	0	1	0	0	0	0	4
208 8301 1049			1	0	0	0	1	0	1	0	0	0	0	1
208 8301 1050			2	0	0	1	1	0	0	0	0	0	1	1
208 8301 1051			18	0	5	9	4	2	1	1	0	1	10	7
208 8301 1051	79	ROUND HILL RD	10	0	3	6	1	1	1	0	0	2	5	3
208 8301 1052			27	0	6	15	6	4	4	0	0	1	18	8
208 8301 1053			4	0	2	1	1	0	2	0	0	0	4	0
208 8301 1054			5	0	3	1	1	0	0	0	0	0	4	1
208 8301 1055			1	0	0	1	0	0	0	0	1	0	1	0
208 8301 1056			1	0	0	1	0	0	0	0	0	0	1	0
208 8301 1057			9	0	3	4	2	1	1	0	0	0	2	7
208 8301 1058			5	0	0	3	2	1	1	0	0	0	2	3
208 8301 1059			4	0	1	2	1	0	1	0	0	0	3	1
208 8301 1059	78	RENA MERIE	4	0	1	2	1	1	2	0	0	0	3	1
208 8301 1060			4	0	1	3	0	0	3	0	0	1	2	1
208 8301 1061			7	0	3	2	2	0	6	0	0	0	4	3
208 8301 1062			8	0	1	4	3	0	4	0	0	1	6	1
208 8301 1062	77	HORTON RD	11	0	1	7	3	0	0	0	0	0	5	5
208 8301 1064			1	0	1	0	0	0	1	0	0	0	0	1
208 8301 1065			7	0	3	3	1	1	2	1	0	1	3	3
208 8301 1066			11	0	4	4	3	2	0	0	1	0	6	5
208 8301 1067			1	0	0	1	0	0	0	0	0	0	0	1
208 8301 1067	74	WOODCOCK RD	1	0	0	0	1	0	0	0	0	0	0	1
208 8301 1068		WASHNGTNVIL VIL LN	2	0	0	2	0	0	0	0	0	0	1	1
208 8301 1069			2	0	0	2	0	1	0	0	0	0	0	2

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ROUTE: 208 HIGHWAY LOCATION: 208 83011003 - 208 83011077 DATES: 01-JAN-2013 - 31-DEC-2015

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS									LIGHT CONDITION		
			TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	DWN/DSK **	DAY **	NIGHT **
208 8301 1070			4	0	0	2	2	0	1	0	0	1	1	2
208 8301 1071			3	0	0	2	1	0	0	0	0	1	1	1
208 8301 1072			1	0	0	1	0	1	0	0	0	0	1	0
208 8301 1073			9	0	3	2	4	2	0	0	0	0	5	4
208 8301 1073	73	DEPOT ST	5	0	0	5	0	0	0	0	0	0	4	1
208 8301 1074			13	0	3	6	4	2	0	1	1	0	10	3
94 8301 1232	81	JCT NY 208	9	0	2	5	2	1	0	1	0	0	2	7
208 8301 1075			9	0	3	3	3	1	1	2	0	0	9	0
208 8301 1076			1	0	0	1	0	0	0	0	0	0	0	1
208 8301 1077		WASHNGTNVIL VIL LN	1	0	1	0	0	0	0	0	0	0	1	0
208 8301 1077	70	LARK	2	0	0	2	0	0	0	0	0	1	0	1
		ROUTE TOTAL EXCLUDES 999 RMS	576	1	141	269	165	60	79	7	19	22	353	195

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT QRA ACCIDENT EVENT

Print Date 9/3/2014 **Print Time** 1:38:47PM

Query Number/Name	Query Type	Query SubType	Accident Date Range
10049 CR27	AttributeQuery	None	1/1/2011 12:00:00AM To 12/31/2013 12:00:00AM

Case Number	Case Year	County/ Municipality/ Type	Reference Marker	At Intersectio	XCoord / YCoord	Accident Date/ Time	Severity	Injury	Serious Injuries	Fatality	Number of Vehicle	Accident Type	Collision Type	Traffic Control	Light Conditions	Weather	Road Surface Condition
33772014	2011	ORANGE South Blooming Grove Village		N	569776.33 4582210.10	02/05/2011 10:30 am	PROPERTY DAMAGE AND	2	0	0	2	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	NO PASSING ZONE	DAYLIGHT	SLEET/HAIL/ FREEZING RAIN	SLUSH
33803608	2011	ORANGE South Blooming Grove Village		N	569753.03 4582190.97	03/12/2011 4:05 am	PROPERTY DAMAGE AND	2	0	0	1	OVERTURNED	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLOUDY	DRY
33897595	2011	ORANGE South Blooming Grove Village		N	569291.82 4581646.47	06/01/2011 7:30 am	NON-REPORTABLE	0	0	0	1	COLL. W/EARTH ELE./ROCK	OTHER	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY
33926635	2011	ORANGE Blooming Grove Town		Y	569966.07 4582438.16	06/27/2011 10:40 am	PROPERTY DAMAGE AND	1	0	0	2	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY
33969827	2011	ORANGE South Blooming Grove Village		N	569865.61 4582312.46	08/01/2011 3:00 pm	NON-REPORTABLE	0	0	0	1	COLLISION WITH ANIMAL	OTHER	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY
34069987	2011	ORANGE South Blooming Grove Village		N	569946.70 4582414.63	10/24/2011 4:15 am	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLOUDY	DRY
34099167	2011	ORANGE Blooming Grove Town		Y	569966.07 4582438.16	11/14/2011 10:10 pm	NON-REPORTABLE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLOUDY	DRY
34116122	2011	ORANGE Blooming Grove Town		N	569948.77 4582417.15	10/27/2011 6:00 pm	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NONE	DUSK	CLEAR	DRY

Query Number/Name	Query Type	Query SubType	Accident Date Range
10049 CR27	AttributeQuery	None	1/1/2011 12:00:00AM To 12/31/2013 12:00:00AM

Case Number	Case Year	County/ Municipality/ Type	Reference Marker	At Intersectio	XCoord / YCoord	Accident Date/ Time	Severity	Injury	Serious Injuries	Fatality	Number of Vehicle	Accident Type	Collision Type	Traffic Control	Light Conditions	Weather	Road Surface Condition
34164250	2012	ORANGE Blooming Grove Town		N	569987.92 4582459.41	01/08/2012 3:20 am	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLEAR	DRY
34340277	2012	ORANGE South Blooming Grove Village		N	569470.14 4581994.45	06/19/2012 7:00 pm	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY
34523816	2012	ORANGE South Blooming Grove Village		N	569276.01 4581567.57	11/09/2012 5:55 pm	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLOUDY	DRY
34523817	2012	ORANGE South Blooming Grove Village		N	569276.01 4581567.57	11/09/2012 5:55 pm	NON-REPORTABLE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLOUDY	DRY
34545612	2012	ORANGE Blooming Grove Town		Y	569966.07 4582438.16	10/15/2012 6:15 pm	PROPERTY DAMAGE	0	0	0	1	COLLISION WITH DEER	OTHER	NONE	DUSK	RAIN	WET
34588645	2012	ORANGE South Blooming Grove Village		N	569276.01 4581567.57	12/29/2012 4:25 pm	NON-REPORTABLE	0	0	0	1	COLLISION WITH SNOW EMBANKMEN	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	SNOW	SNOW/ICE
34659610	2013	ORANGE South Blooming Grove Village		N	569291.82 4581646.47	02/14/2013 7:02 pm	PROPERTY DAMAGE	0	0	0	1	COLL. W/EARTH ELE./ROCK	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTE	CLEAR	DRY
34702598	2013	ORANGE South Blooming Grove Village		N	569291.82 4581646.47	03/19/2013 1:55 am	NON-REPORTABLE	0	0	0	1	COLL. W/EARTH ELE./ROCK	OTHER	NONE	DARK-ROAD UNLIGHTE	SNOW	SNOW/ICE
34770201	2013	ORANGE South Blooming Grove Village		N	569470.14 4581994.45	05/07/2013 1:46 pm	NON-REPORTABLE	0	0	0	1	COLL. W/EARTH ELE./ROCK	OTHER	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY
34865607	2013	ORANGE South Blooming Grove Village		N	569213.74 4581421.05	07/11/2013 2:35 pm	PROPERTY DAMAGE	0	0	0	1	COLL. W/EARTH ELE./ROCK	OTHER	NO PASSING ZONE	DAYLIGHT	CLOUDY	DRY
35051771	2013	ORANGE South Blooming Grove Village		N	569276.01 4581567.57	12/12/2013 7:00 am	NON-REPORTABLE	0	0	0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DAYLIGHT	CLEAR	DRY

CLOVEWOOD

APPENDIX G

EVALUATION OF ADDITIONAL POTENTIAL DEVELOPMENT

G.1

HOURLY TRIP GENERATION
600 ACCESSORY APARTMENTS

TABLE NO. 1-G

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

CLOVEWOOD BLOOMING GROVE, NEW YORK	ENTRY		EXIT		TOTAL	
	HTGR[1]	VOLUME	HTGR[1]	VOLUME	HTGR[1]	VOLUME
COMMUNITY SCENARIO 1 600 SINGLE FAMILY + 600 ACCESSORY APARTMENTS						
WEEKDAY PEAK AM HOUR	0.07	89	0.28	333	0.35	422
WEEKDAY PEAK PM HOUR	0.33	391	0.18	210	0.51	601
FRIDAY PEAK HOUR[2]	--	--	--	--	--	--
SATURDAY PEAK HOUR[3]	--	--	--	--	--	--
SUNDAY PEAK HOUR	0.20	244	0.18	216	0.38	460

NOTES:

1) THE CLOVEWOOD DEVELOPMENT IS PROPOSED FOR SOME 600 SINGLE FAMILY HOMES EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS SIMILAR TO KIYRAS JOEL WITH A POTENTIAL MAXIMUM OF 600 ACCESSORY APARTMENTS.

   THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 221 - LOW RISE APARTMENT RATES (COMMUNITY SCENARIO 1 RATES) TO TAKE INTO CONSIDERATION THE TYPE OF COMMUNITY PROPOSED (ORTHODOX JEWISH).

2) SINCE CLOVEWOOD IS EXPECTED TO BE OCCUPIED BY ORTHOXDOX JEWISH HOUSEHOLDS, THERE IS NO TRAFFIC EXPECTED ON FRIDAY EVENINGS.

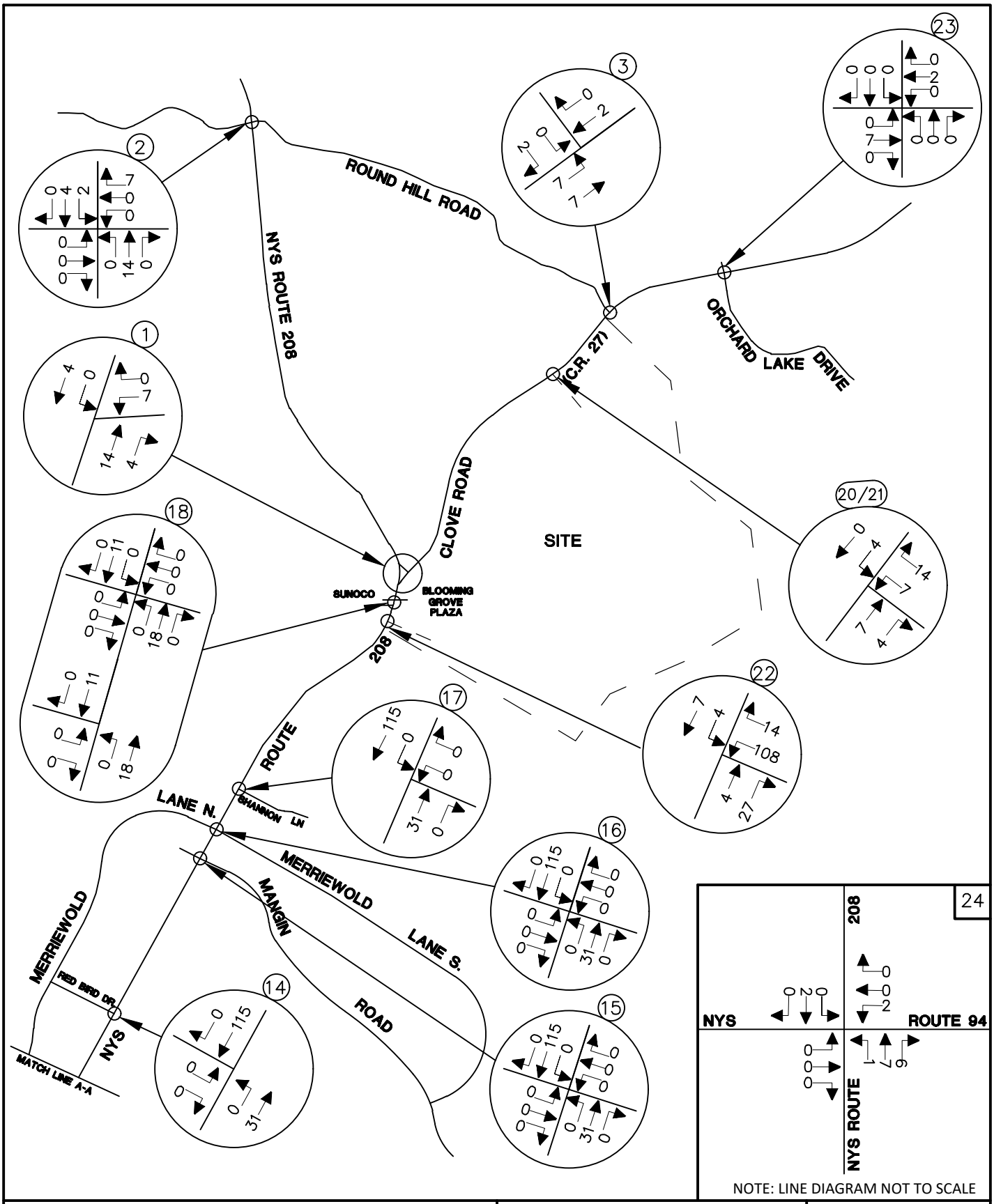
3) SINCE CLOVEWOOD IS EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS, THERE IS NO TRAFFIC ON SATURDAYS OR JEWISH HOLIDAYS (A TOTAL OF 65-75 DAYS).

4) IN ADDITION IT SHOULD BE NOTED THAT THESE RATES DO NOT TAKE ANY CREDIT FOR THE USE OF MASS TRANSIT OR CARPOOLING WHICH WOULD OCCUR WITHIN THIS TYPE OF COMMUNITY AND CORRESPONDING DEMOGRAPHIC USAGE

5) IT SHOULD BE NOTED THAT THE ANTICIPATED SITE GENERATION WOULD BE EVEN LESS UTLIZING KIYRAS JOEL RATES.

G.2

FIGURES



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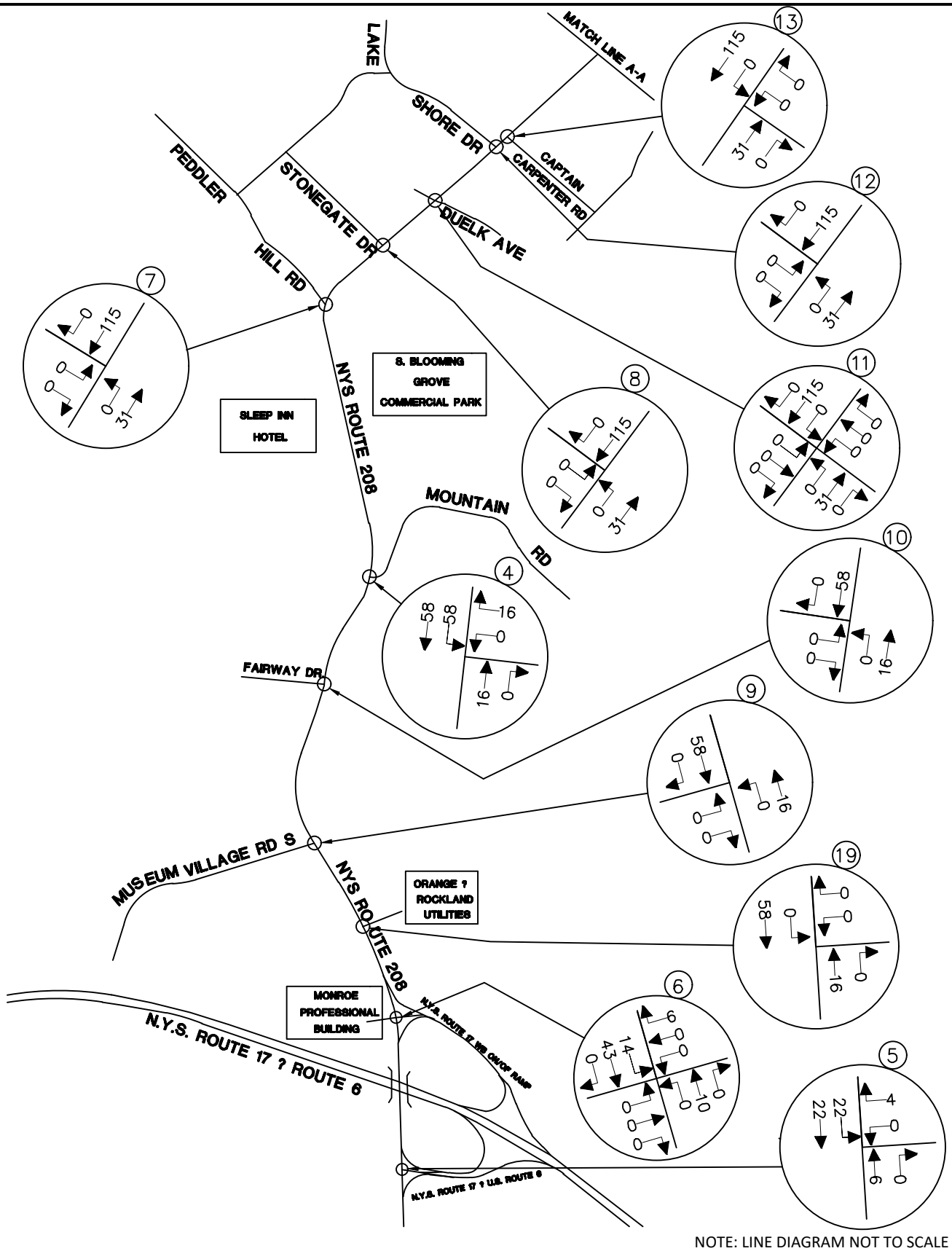
email: solutions @ maserconsulting.com

CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
34	



NOTE: LINE DIAGRAM NOT TO SCALE

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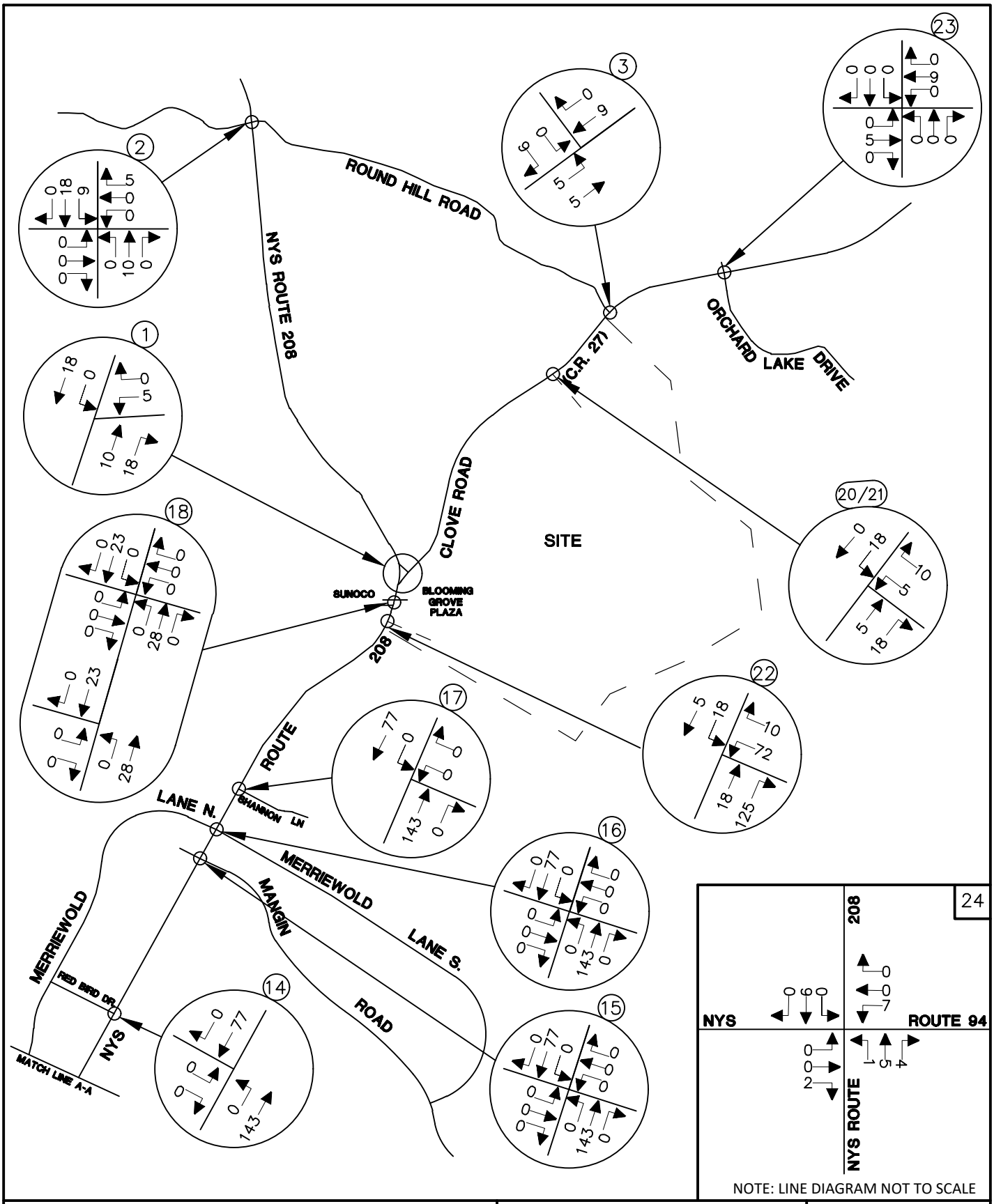
CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
34A	



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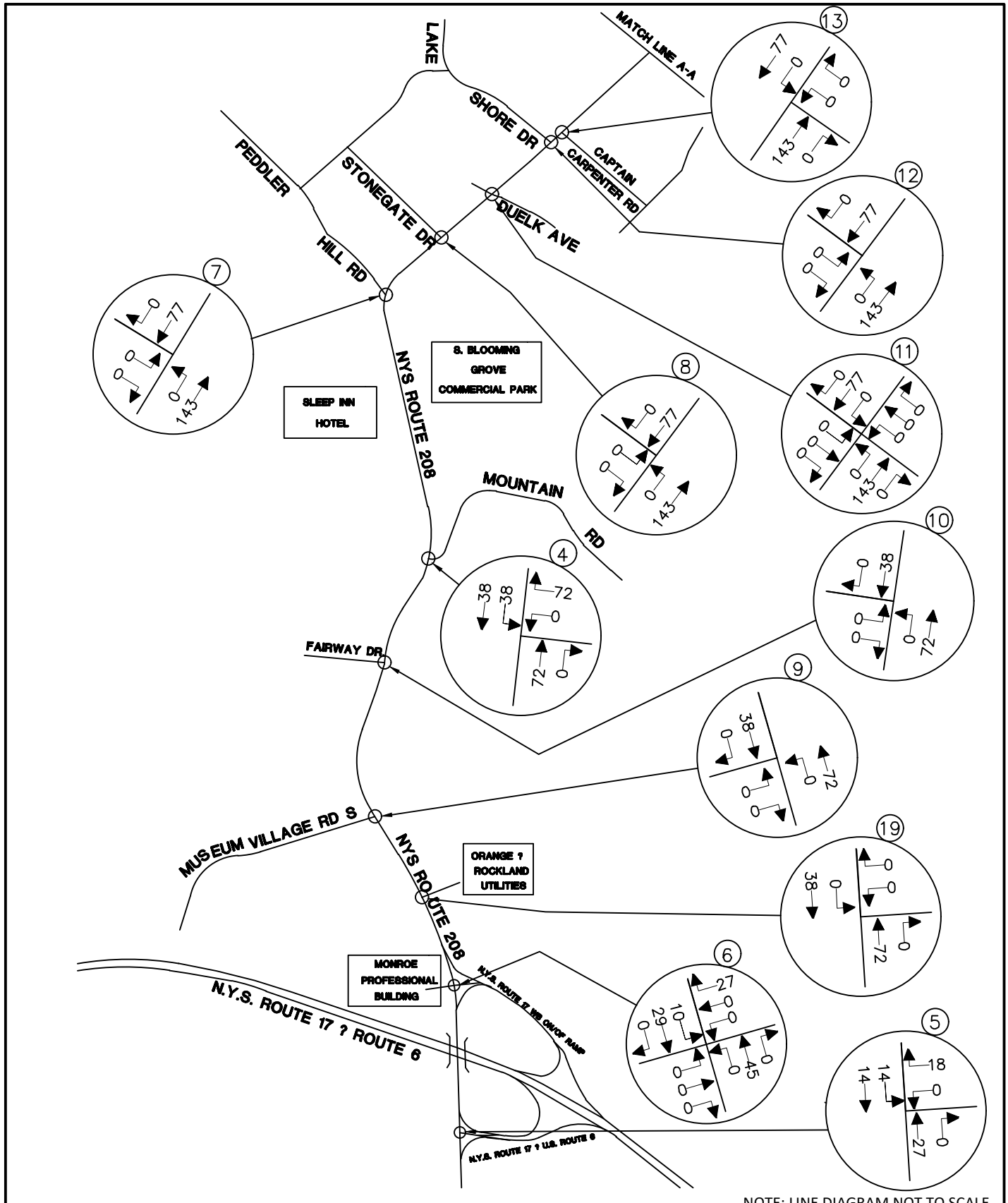
CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
35	



NOTE: LINE DIAGRAM NOT TO SCALE

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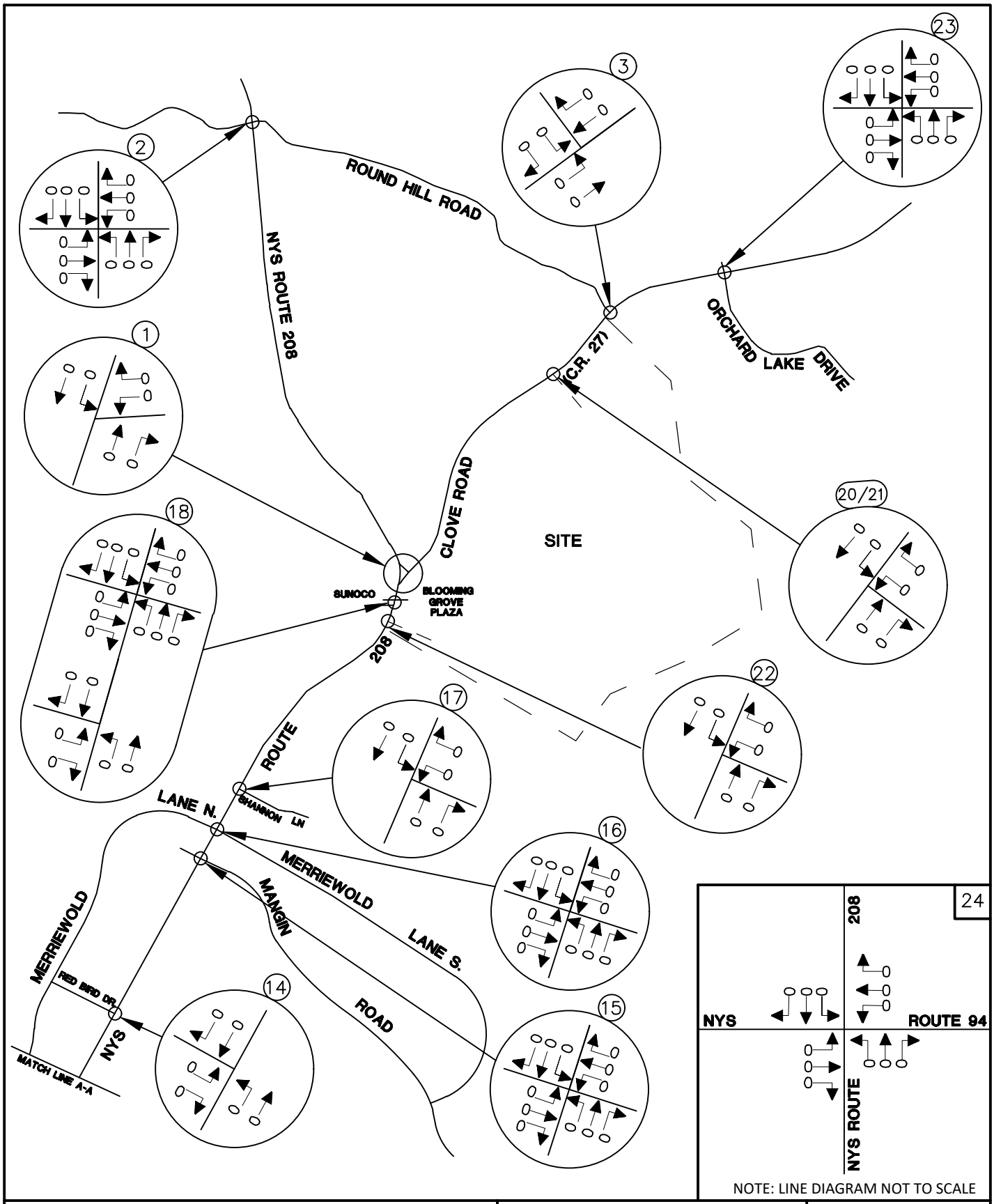
35A	



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ADDITIONAL POTENTIAL
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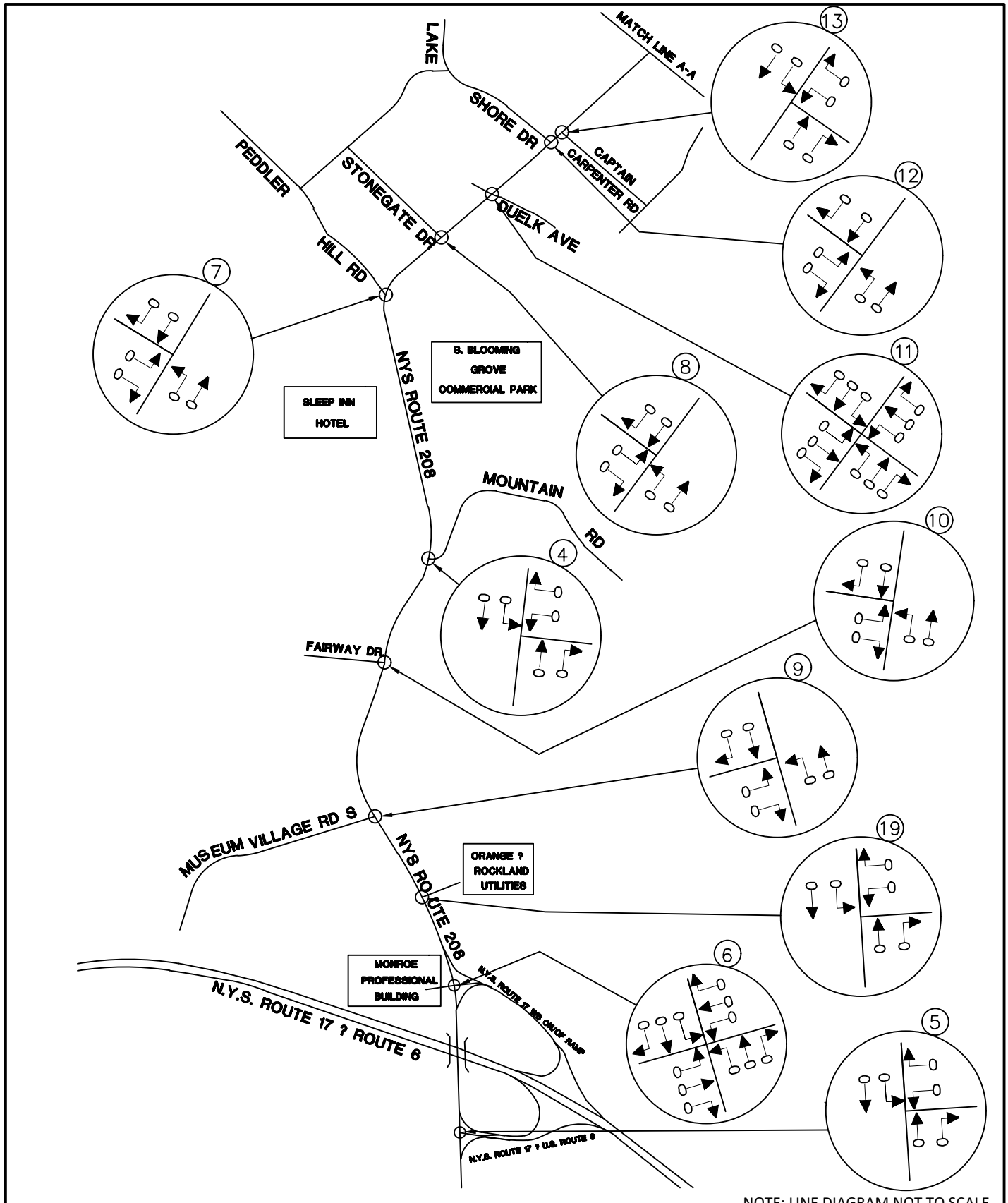
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
36	



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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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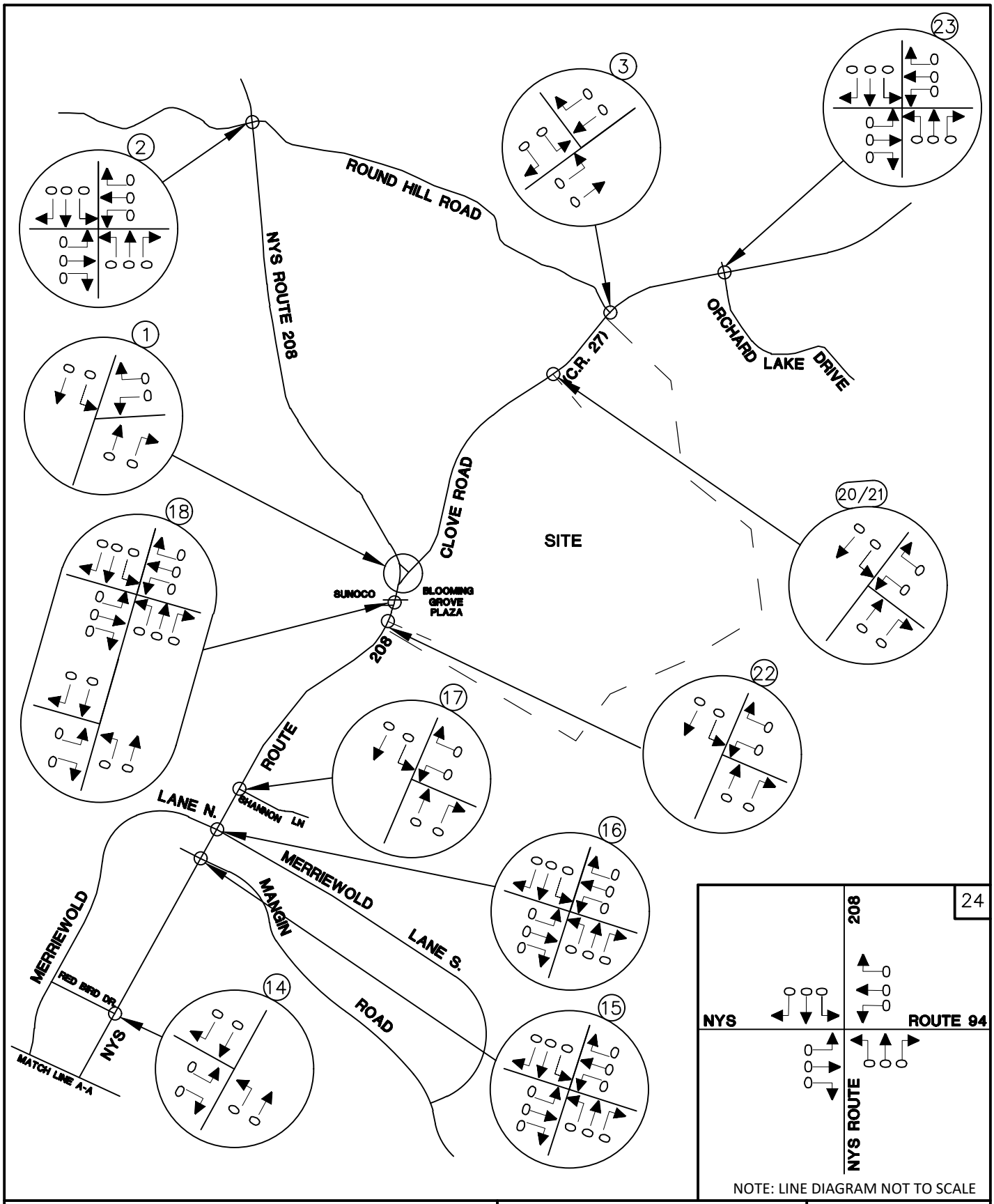
36A	



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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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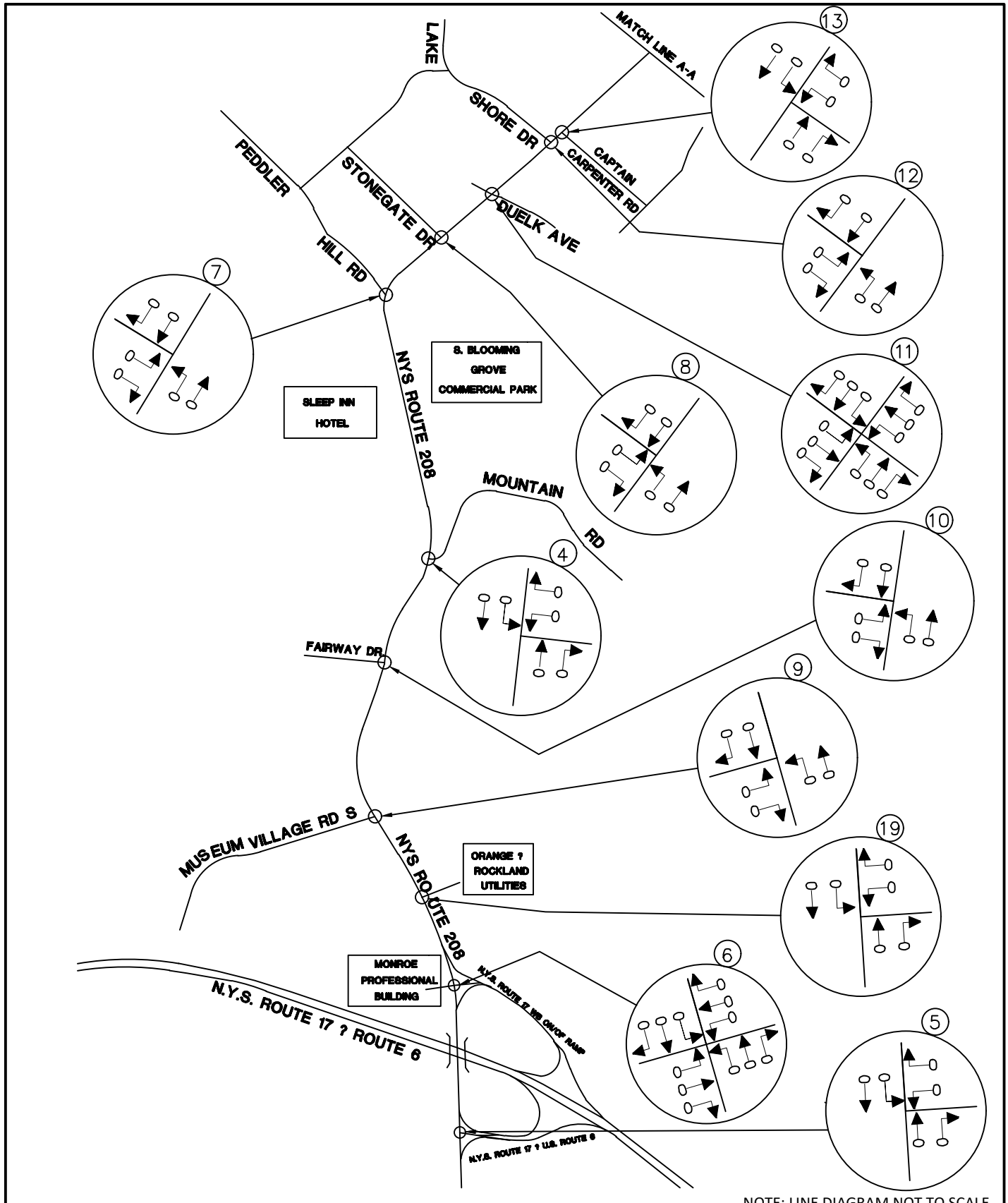
FIGURE NUMBER:	
37	



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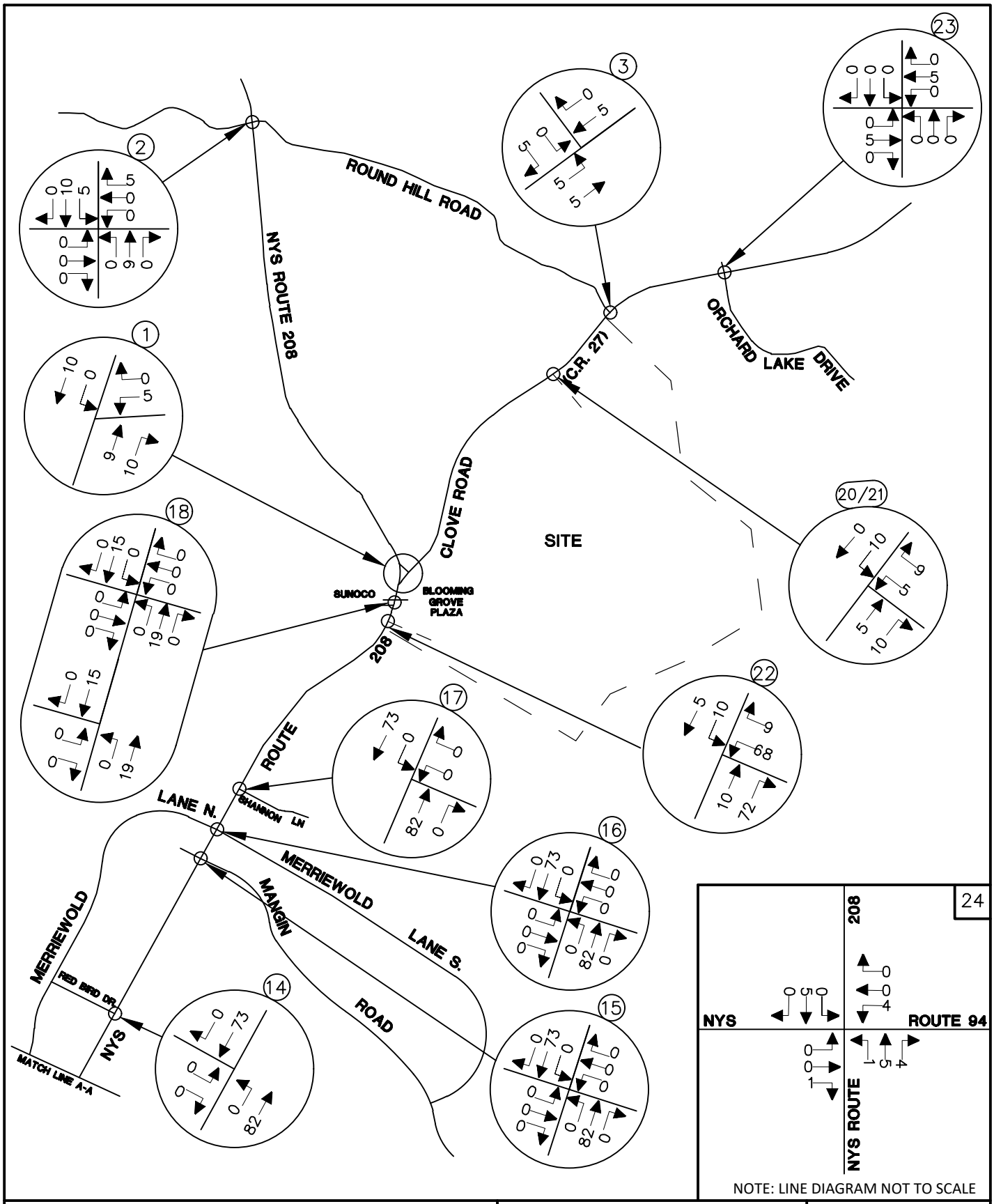

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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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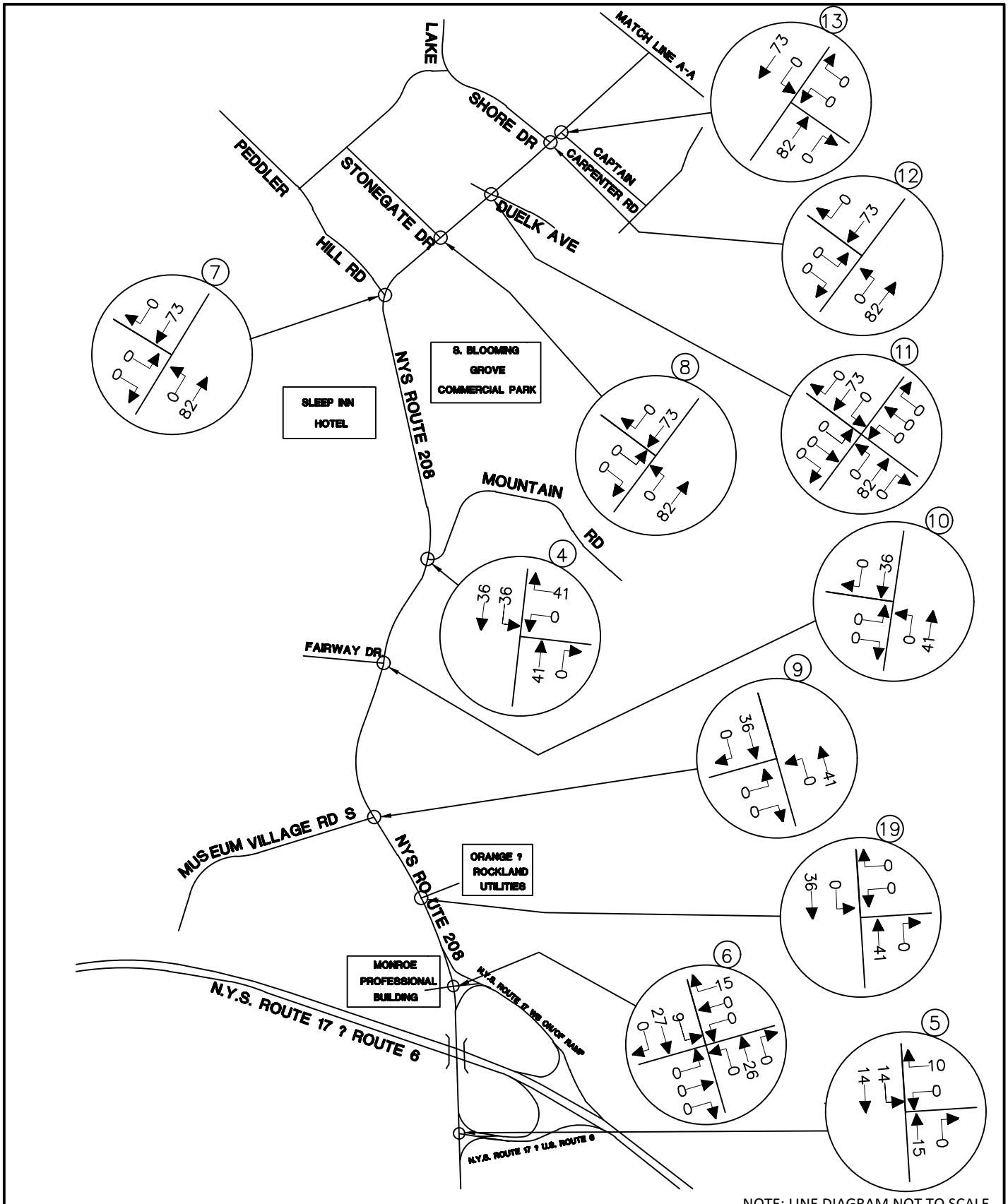

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SEPTEMBER SUNDAY PEAK HOUR

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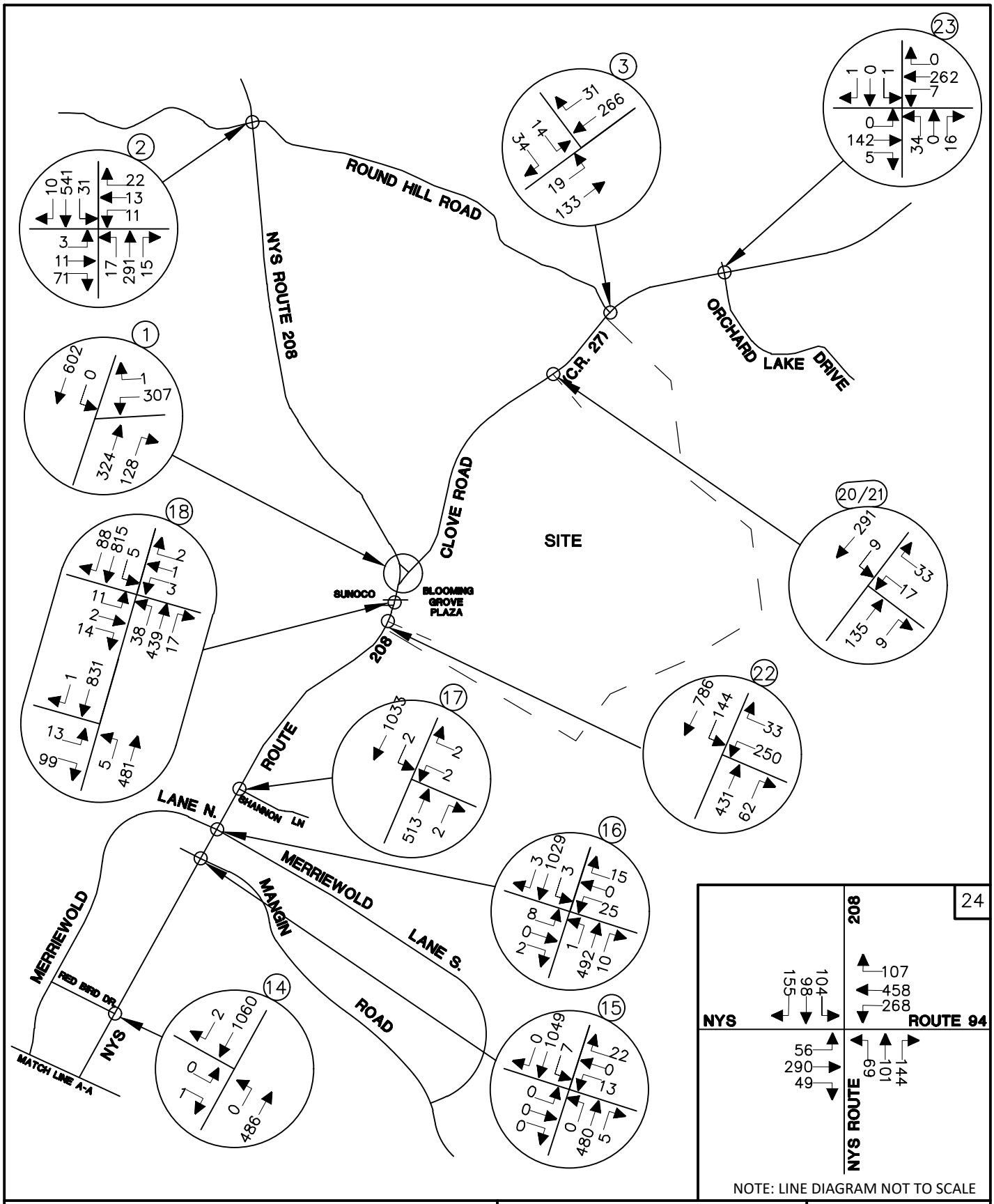
38A	



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CLOVEWOOD
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2030 COMBINED BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
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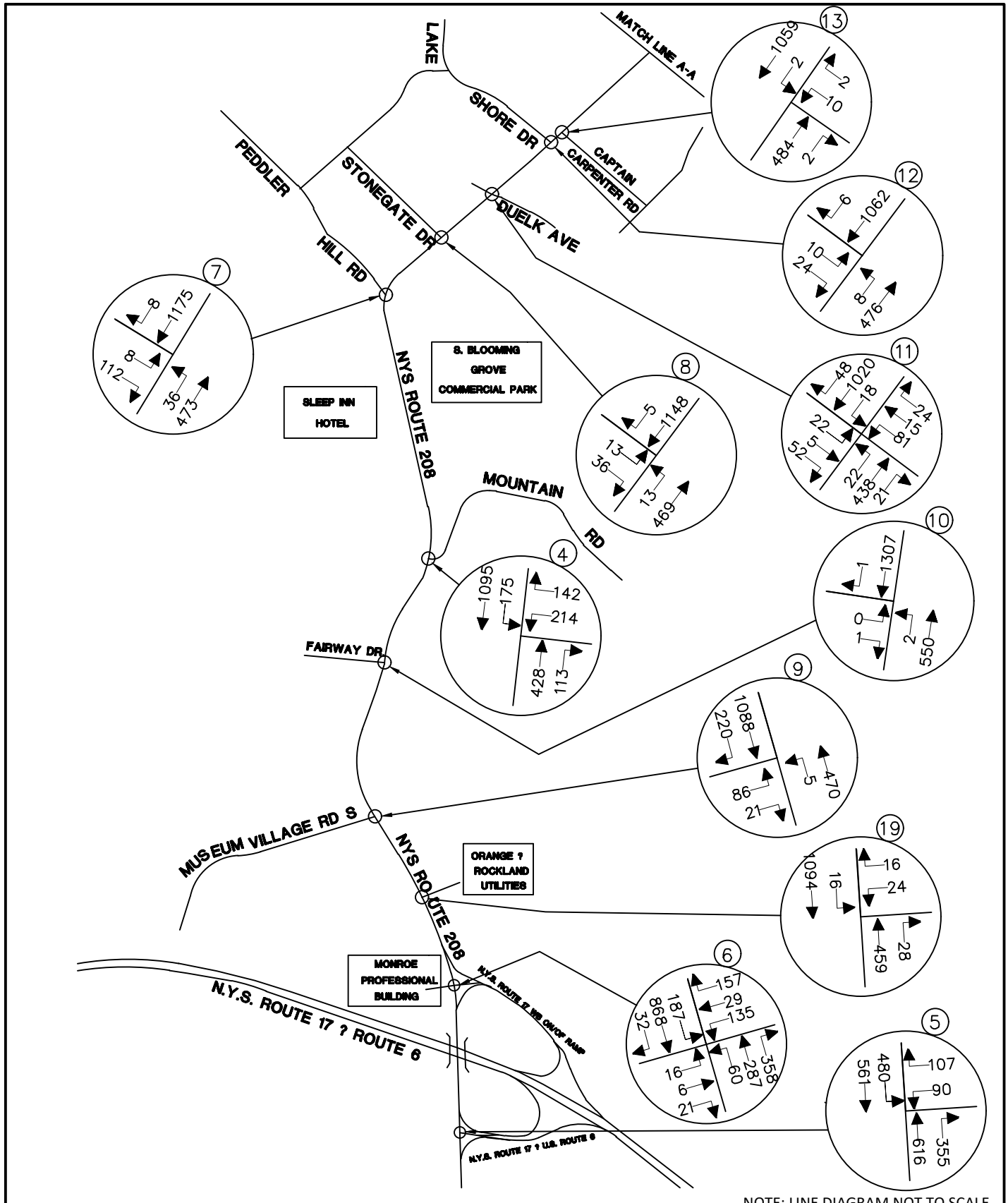
FIGURE NUMBER:	
39	



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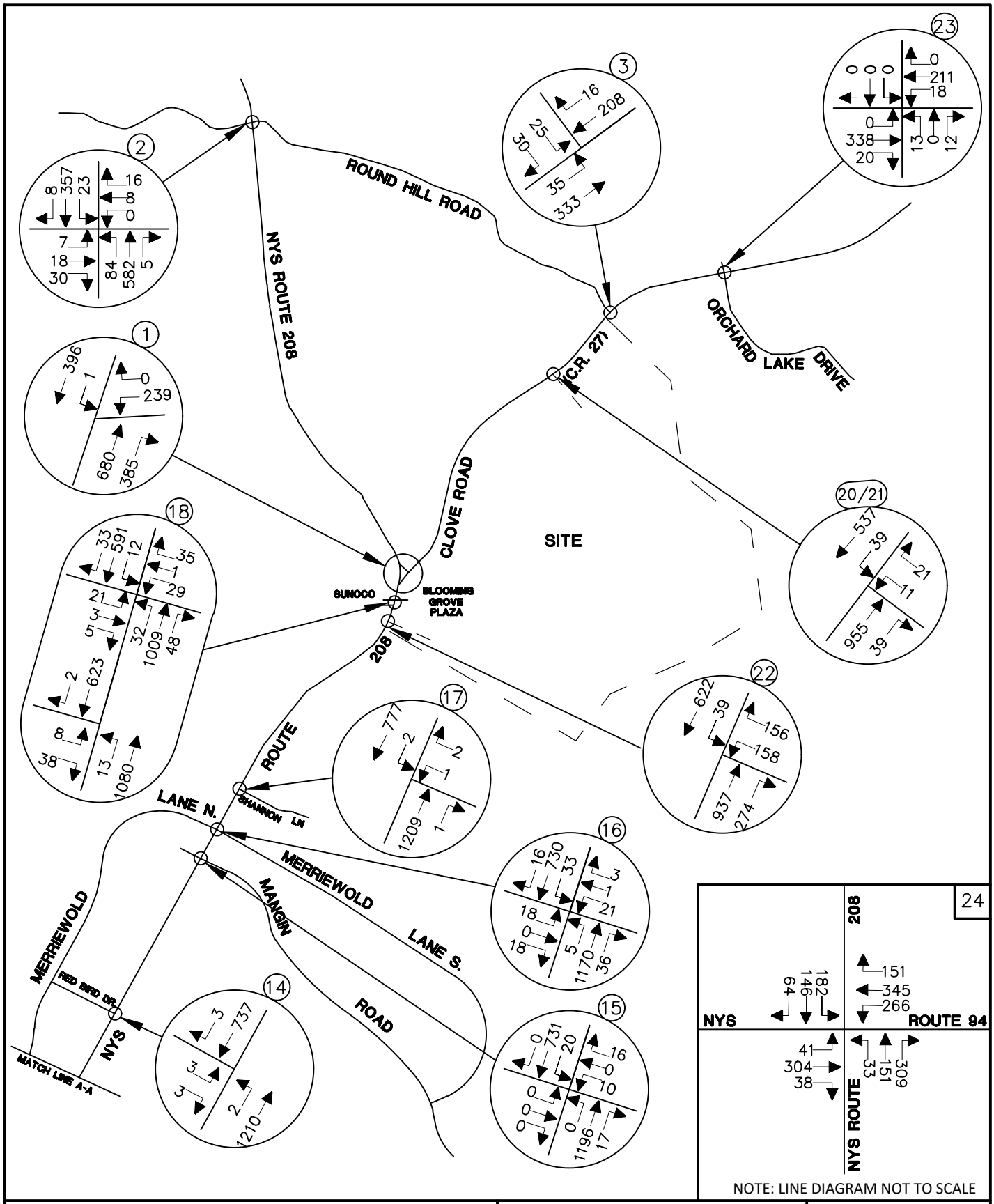

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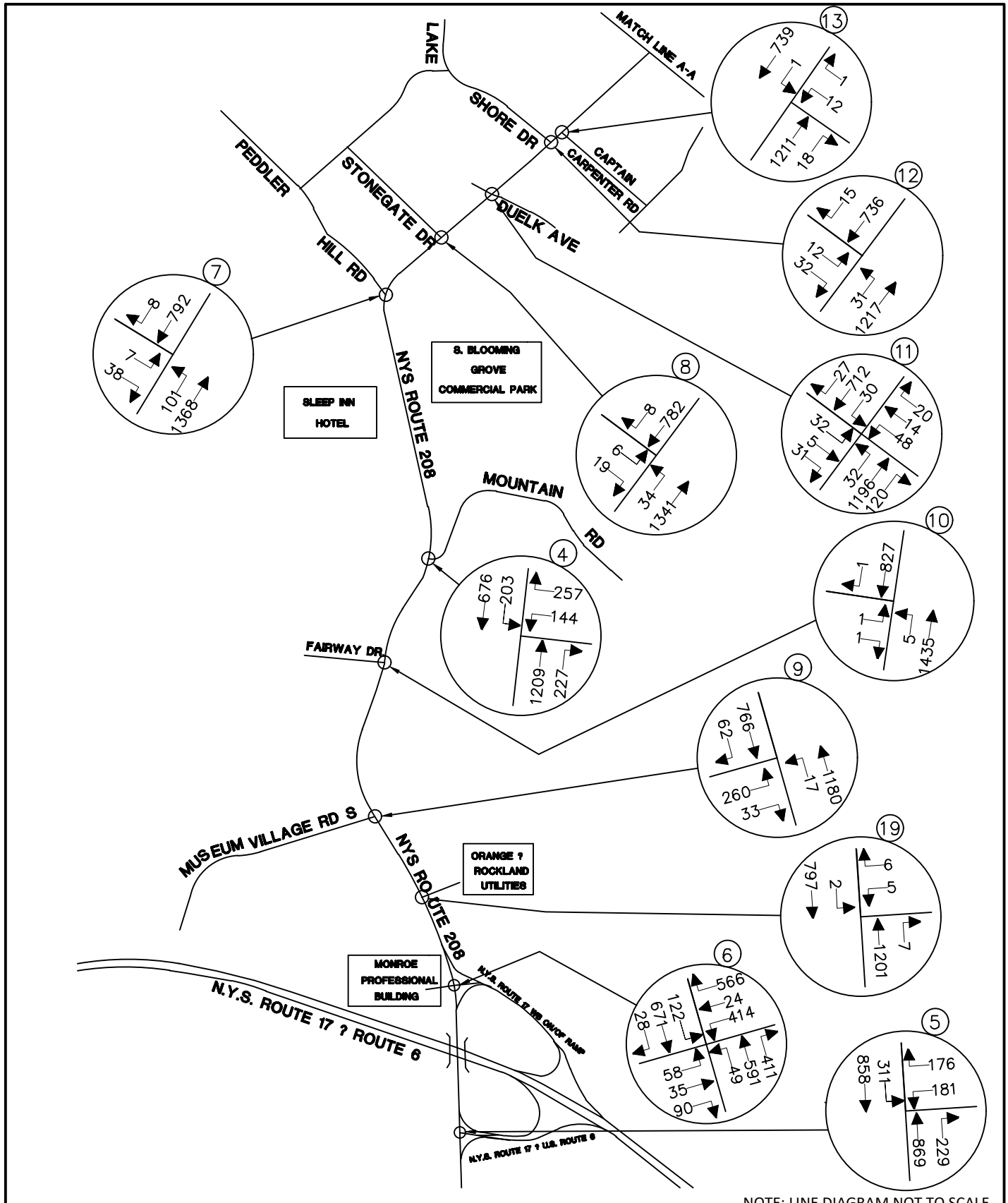

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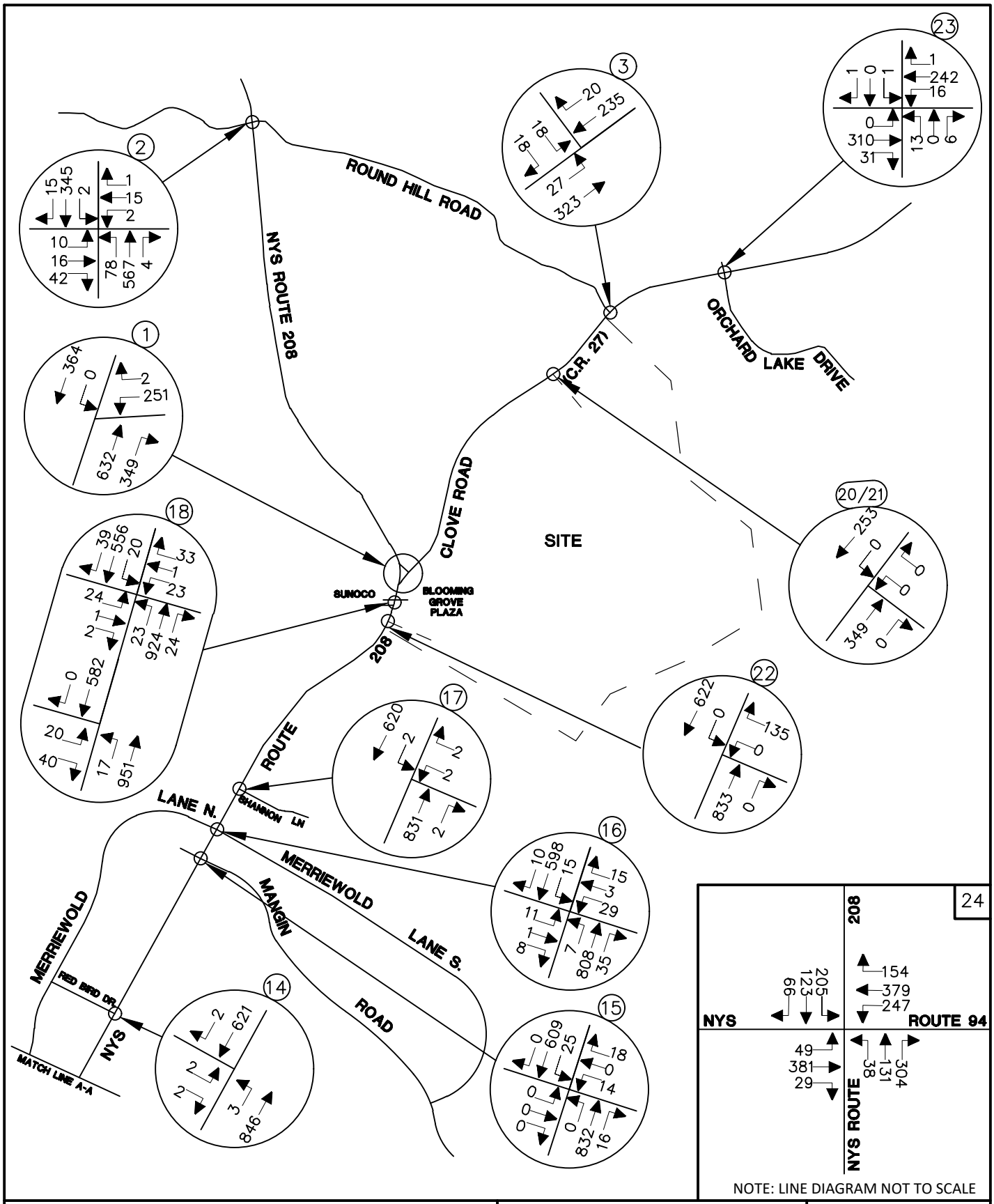
40A	



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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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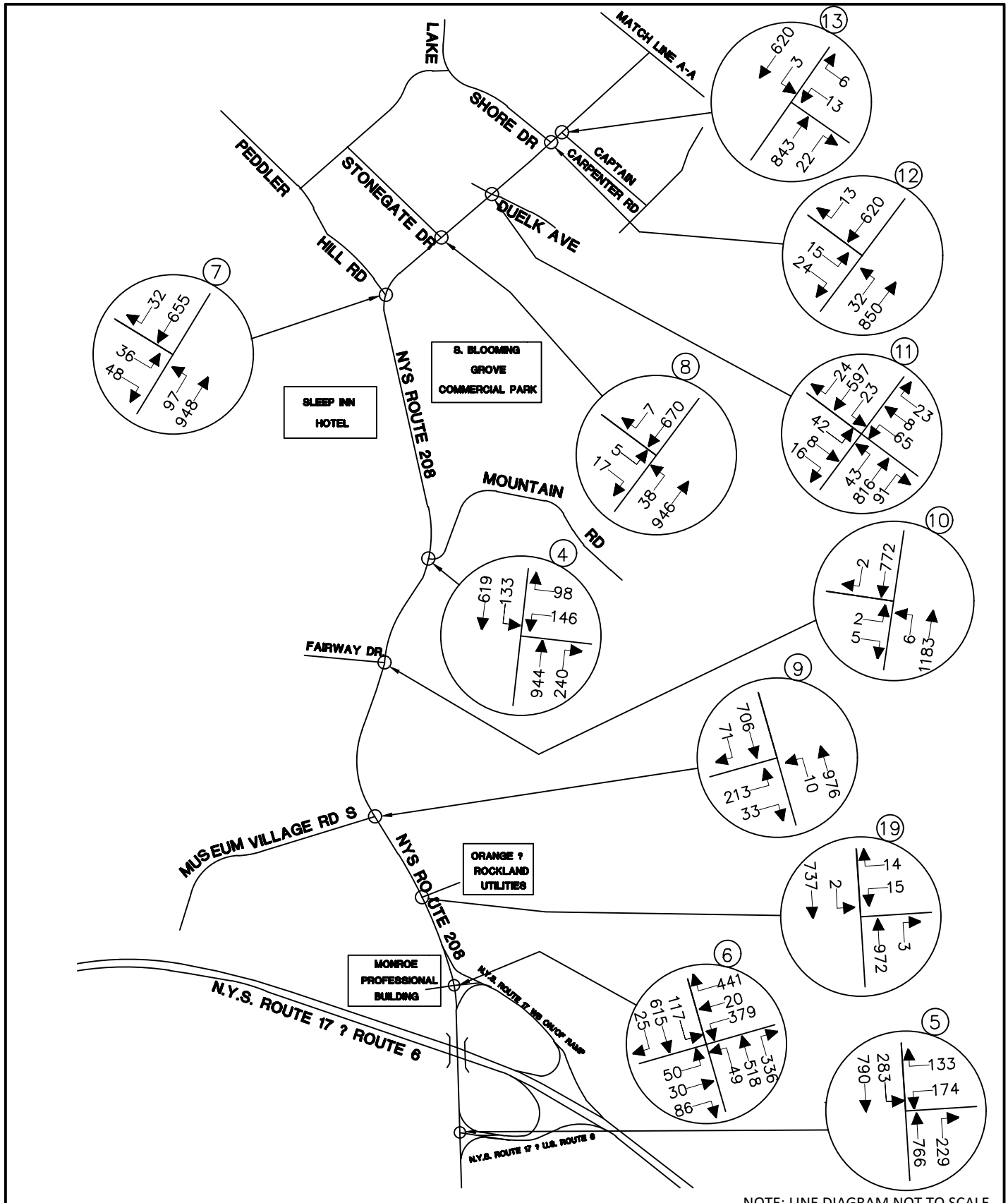
41	



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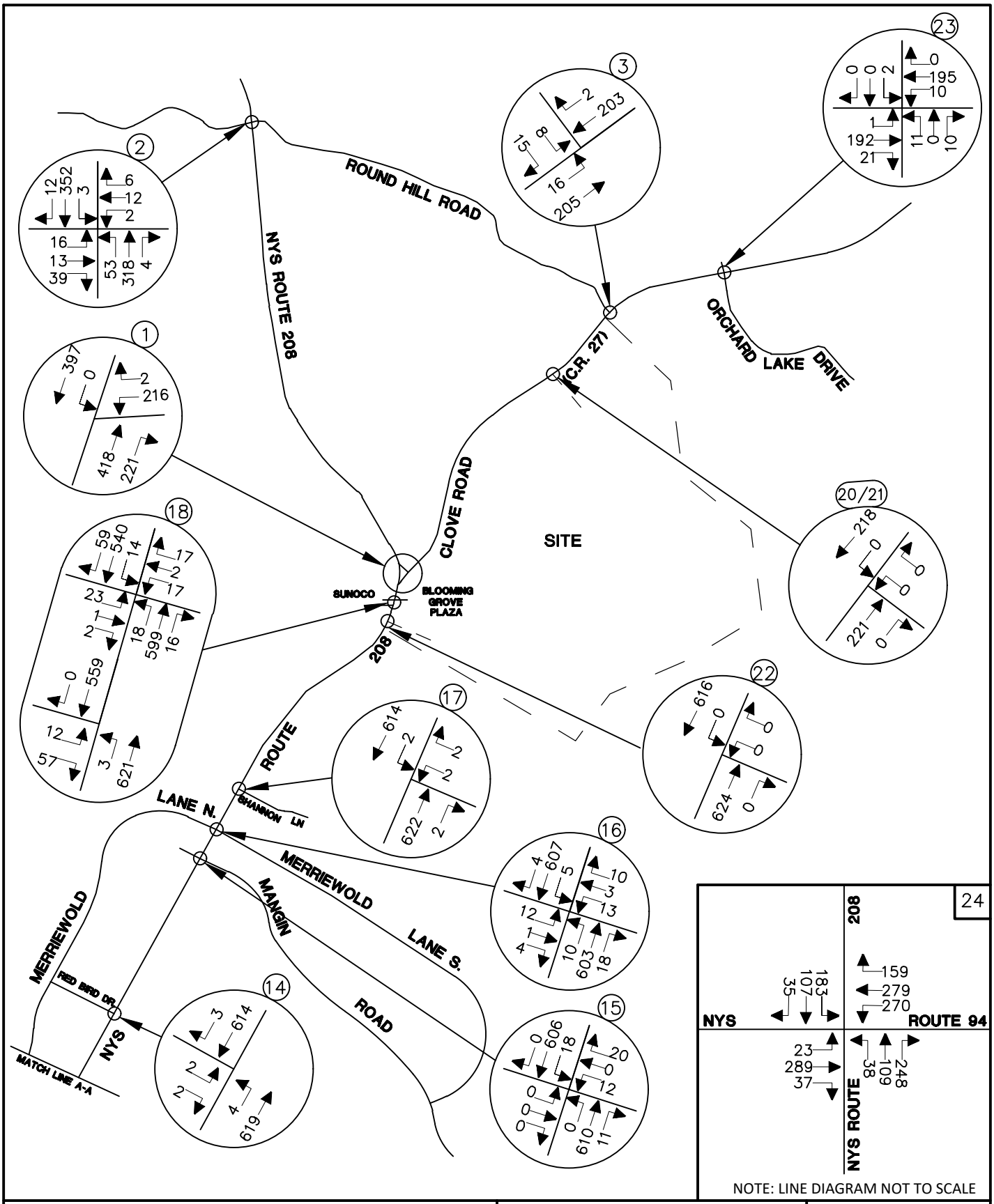
41A	



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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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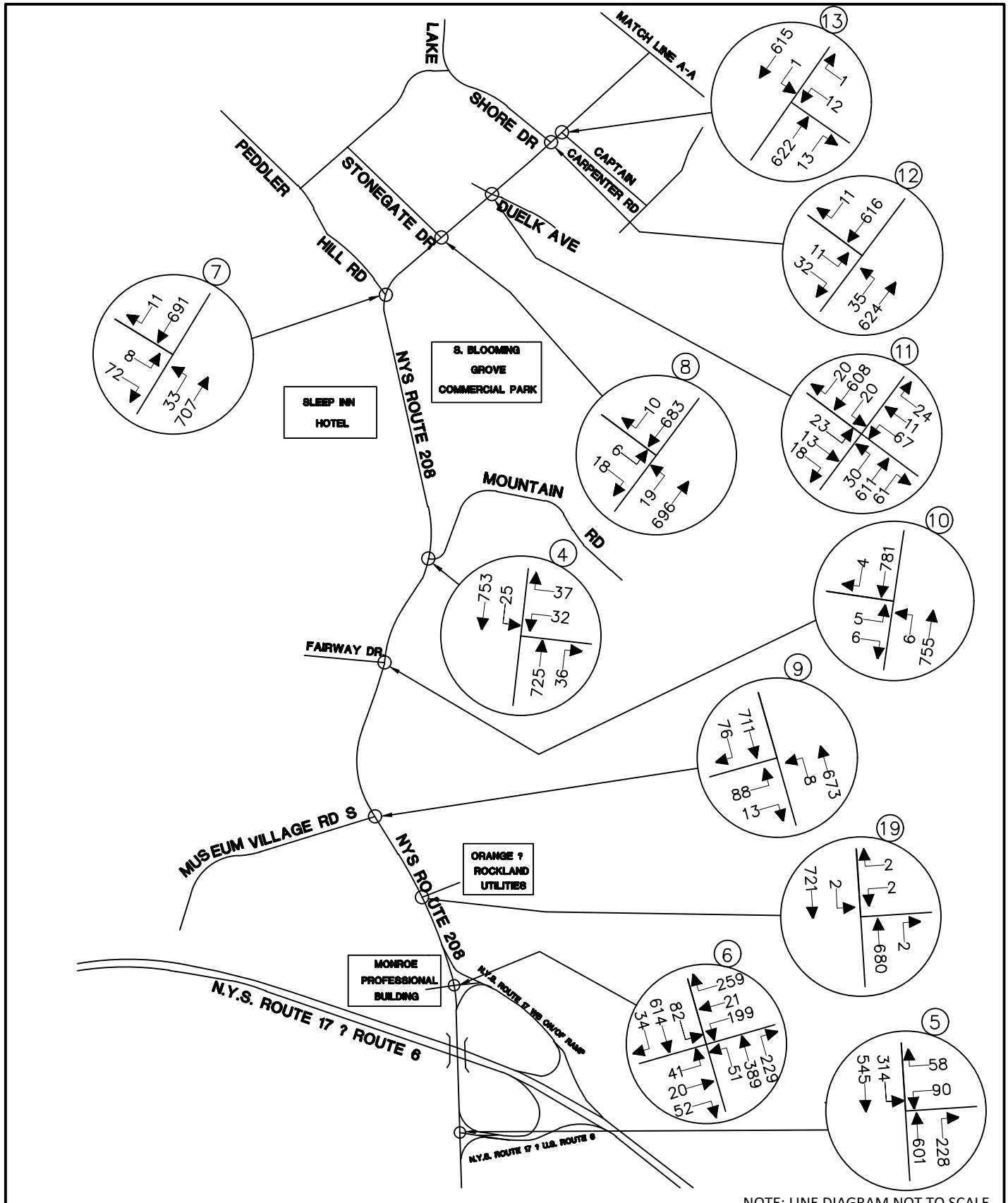
FIGURE NUMBER:	
42	



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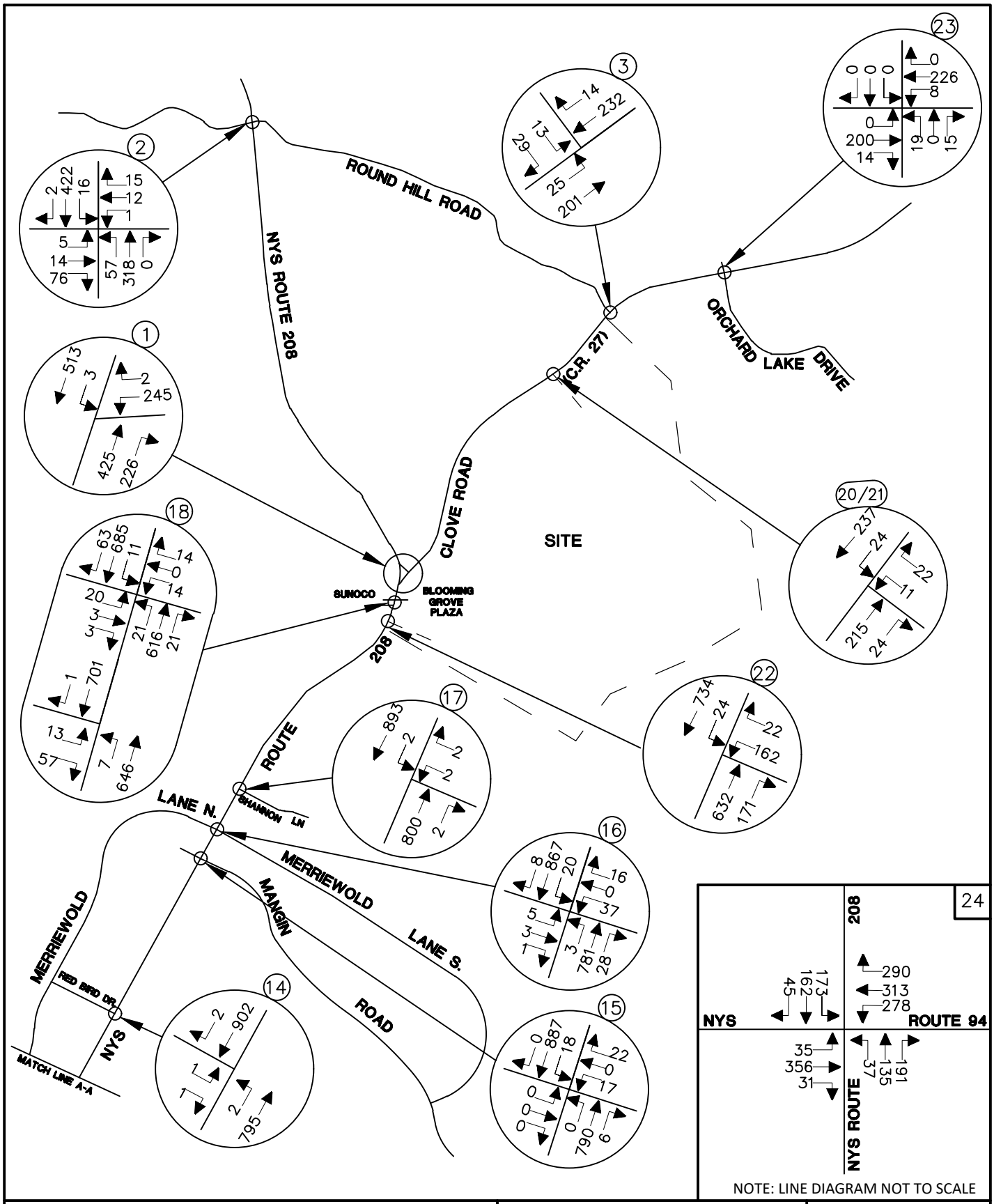
42A	



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43	

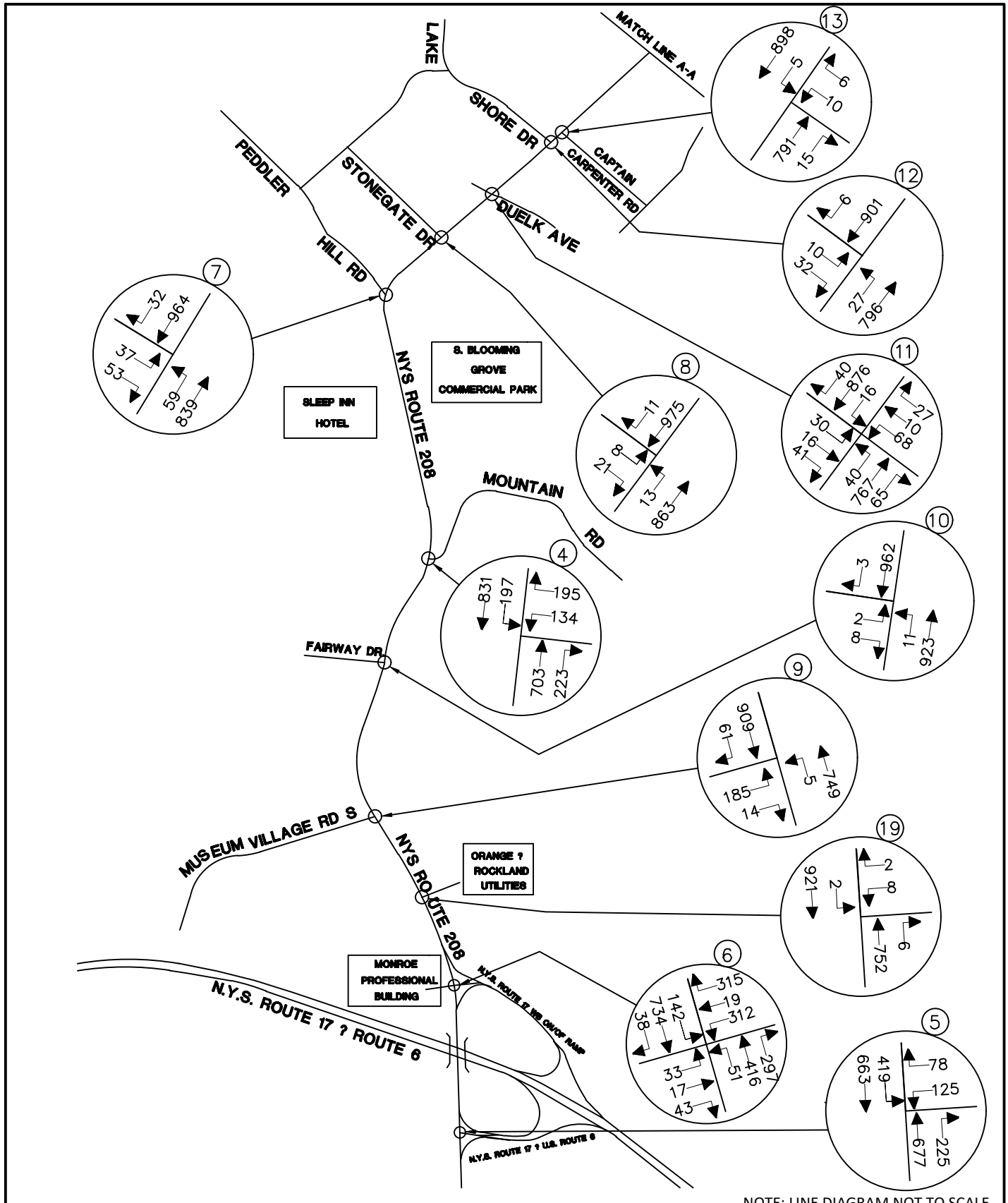

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FIGURE NUMBER:	
43A	

G.3

LEVEL OF SERVICE TABLES

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.82	E	47.5	180'	1.20	F	158.9	385'	1.29	F	193.5	435'	1.37	F	224.9	478'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.89	D	48.2	237'	0.90	D	49.1	248'	0.90	D	49.7	260'
		WB APPROACH		-	-	-	-	-	-	D	48.2	-	-	D	49.1	-	-	D	49.7	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.41	A	7.7	193'	0.43	A	8.2	209'	0.46	A	8.7	213'
		NB APPROACH		-	-	-	-	-	-	A	7.7	-	-	A	8.2	-	-	A	8.7	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.56	A	9.6	349'	0.57	B	10.0	353'	0.58	B	10.3	342'
		SB APPROACH		-	-	-	-	-	-	A	9.6	-	-	B	10.0	-	-	B	10.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**18.7**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.19	B	14.1	18'	0.24	C	16.4	23'	0.24	C	16.7	23'	0.25	C	17.0	25'
	ROUND HILL ROAD	WB	LTR	240	0.09	C	15.6	8'	0.12	C	19.2	10'	0.14	C	17.7	13'	0.15	C	17.3	13'
	NYS ROUTE 208	NB	LTR	500+	0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	500+	0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'	0.03	A	8.1	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.07	B	10.4	5'	0.08	B	10.9	8'	0.09	B	11.0	8'	0.09	B	11.1	8'
		NEB	LT	235	0.00	A	7.9	0'	0.00	A	8.0	0'	0.01	A	8.1	0'	0.02	A	8.1	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.27	C	18.1	28'	1.23	F	167.8	403'	1.75	F	394.1	628'	2.94	F	947.9	890'
	NYS ROUTE 208	SB	LT	500+	0.02	A	8.1	3'	0.04	A	8.7	3'	0.13	A	9.1	10'	0.19	A	9.5	18'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.84	D	52.0	#232	0.83	D	51.8	#232	0.81	D	54.6	263'
			R	500+	-	-	-	-	0.39	C	32.8	37'	0.43	C	32.1	39'	0.45	D	43.0	47'
		WB APPROACH		-	-	-	-	-	-	D	45.6	-	-	D	44.5	-	-	D	50.0	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.35	A	7.7	179'	0.38	A	8.6	204'	0.37	A	9.5	295'
			R	50	-	-	-	-	0.10	A	2.1	8'	0.10	A	2.4	9'	0.09	A	2.1	9'
		NB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	7.3	-	-	A	7.9	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.07	A	4.7	14'	0.21	A	5.3	33'	0.30	A	6.1	76'
			T	500+	-	-	-	-	0.87	B	16.3	#913	0.82	B	13.5	#835	0.84	B	15.5	#1278
		SB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	12.6	-	-	B	14.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**18.5**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	5.9	-	-	A	6.2	-	-	A	6.4	-
		NB APPROACH		150	-	-	-	-	-	A	4.8	-	-	A	5.3	-	-	A	5.8	-
		SB APPROACH		550+	-	-	-	-	-	B	11.0	-	-	B	11.1	-	-	B	12.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**8.8**	**-**	**-**	**A**	**9.9**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	66'	0.57	C	27.9	109'	0.58	C	27.9	110'	0.59	C	28.2	112'
		WB APPROACH		-	-	C	28.2	-	-	C	27.9	-	-	C	27.9	-	-	C	28.2	-
	NYS ROUTE 208	NB	TR	500+	0.32	A	2.4	102'	0.52	A	4.3	218'	0.53	A	4.4	222'	0.53	A	4.4	226'
		NB APPROACH		-	-	A	2.4	-	-	A	4.3	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	LT	500+	1.09	E	67.2	#671	1.96	F	450.3	#817	1.74	F	348.3	#941	1.83	F	390.8	#759
		SB APPROACH		-	-	E	67.2	-	-	F	450.3	-	-	F	348.3	-	-	F	390.8	-
		OVERALL		**-**	**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**165.6**	**-**	**-**	**F**	**188.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#313	0.82	E	74.1	#343
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.80	D	44.5	716'	0.85	D	50.5	#769	0.87	D	53.5	#818
		NB APPROACH		-	-	-	-	-	-	D	44.5	-	-	D	50.5	-	-	D	53.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.90	D	52.7	m431	0.71	D	46.7	m365	0.72	D	46.0	m391
			T	500+	-	-	-	-	0.37	B	13.9	m193	0.39	B	14.0	m234	0.40	B	13.4	m212
		SB APPROACH		-	-	-	-	-	-	C	34.3	-	-	C	29.0	-	-	C	28.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**39.2**	**-**	**-**	**D**	**39.6**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.8	18'	0.13	C	21.9	30'	0.13	C	21.9	30'	0.13	C	21.9	30'
		EB APPROACH		-	-	C	22.8	-	-	C	21.9	-	-	C	21.9	-	-	C	21.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.37	C	24.1	81'	0.49	C	24.0	122'	0.49	C	24.0	122'	0.49	C	24.0	122'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	0'	-	A	0.0	0'
		WB APPROACH		-	-	C	24.1	-	-	C	24.0	-	-	C	24.0	-	-	C	24.0	-
	NYS ROUTE 208	NB	LT	500+	0.21	A	3.6	75'	0.42	A	6.1	151'	0.42	A	6.0	156'	0.42	A	6.1	163'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	0'	-	A	0.0	0'
		NB APPROACH		-	-	A	3.6	-	-	A	6.1	-	-	A	6.0	-	-	A	6.1	-
	NYS ROUTE 208	SB	LTR	450	0.80	B	11.8	#665	1.06	F	56.9	#970	1.02	D	43.6	#925	1.08	E	63.5	#994
		SB APPROACH		-	-	B	11.8	-	-	E	56.9	-	-	D	43.6	-	-	E	63.5	-
		OVERALL		**-**	**-**	**B**	**11.5**	**-**	**-**	**D**	**42.5**	**-**	**-**	**C**	**32.9**	**-**	**-**	**D**	**46.3**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.79	F	88.0	68'	0.79	F	98.8	68'	0.79	F	98.8	68'
		EB APPROACH		-	-	-	-	-	-	F	88.0	-	-	F	98.8	-	-	F	98.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.88	E	78.3	249'	0.88	E	78.3	249'	0.88	E	78.3	249'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.3	-	-	E	78.3	-	-	E	78.3	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.69	D	43.7	m66	0.16	B	12.1	m43	0.70	D	42.2	m45
			T	500+	-	-	-	-	0.29	B	16.7	213'	0.30	B	16.3	m201	0.31	B	16.4	m185
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	m0	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	21.7	-	-	B	15.6	-	-	C	20.9	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.29	B	14.0	m80	0.32	B	14.6	m94	0.36	B	15.5	m99
			TR	450	-	-	-	-	1.05	F	43.2	m#1335	0.95	B	18.9	#1212	1.00	C	28.4	m#1238
		SB APPROACH		-	-	-	-	-	-	D	39.1	-	-	B	18.1	-	-	C	26.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.9**	**-**	**-**	**C**	**26.1**	**-**	**-**	**C**	**32.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.58	E	76.0	58'	0.58	E	76.0	58'	0.58	E	76.0	58'
		EB	R	50	-	-	-	-	0.61	E	78.0	0'	0.61	E	78.0	0'	0.61	E	78.0	0'
		EB APPROACH		-	-	-	-	-	-	E	77.0	-	-	E	77.0	-	-	E	77.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.77	E	67.0	249'	0.77	E	67.0	208'	0.77	E	67.0	208'
			T	500+	-	-	-	-	0.18	E	62.0		0.18	E	62.0	61'	0.18	E	62.0	61'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	66.1	-	-	E	66.1	-	-	E	66.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.59	D	38.9	m65'	0.16	B	11.7	m55	0.17	B	11.7	m56
			T	500+	-	-	-	-	0.28	B	15.7	213'	0.30	B	15.9	231'	0.31	B	16.1	240'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	0'	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	B	15.2	-	-	B	15.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.28	B	12.9	m77'	0.32	B	14.0	m88	0.35	B	14.9	m93
			TR	450	-	-	-	-	1.03	F	35.4	m#1312'	0.94	B	17.1	#1200	0.99	C	25.5	m#1227
		SB APPROACH		-	-	-	-	-	-	C	32.3	-	-	B	16.5	-	-	C	23.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.4**	**-**	**-**	**C**	**23.1**	**-**	**-**	**C**	**27.6**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.42	D	28.4	50'	0.62	E	46.6	90'	0.64	E	49.8	95'	0.77	F	76.0	125'
	NYS ROUTE 208	NB	LT	500+	0.04	B	10.4	3'	0.06	B	11.2	5'	0.06	B	11.3	5'	0.07	B	12.1	5'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.05	C	22.2	48'	0.05	C	23.1	18'	0.05	C	29.9	18'
			R	50	-	-	-	-	0.77	C	26.9	18'	0.77	C	27.9	48'	0.79	D	35.5	54'
		SEB APPROACH		-	-	-	-	-	-	C	26.6	-	-	C	27.6	-	-	D	35.1	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.15	B	16.8	14'	0.16	B	17.5	14'	0.20	C	24.8	18'
			T	-	-	-	-	-	0.33	A	2.9	89'	0.36	A	3.0	100'	0.37	A	2.8	115'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.1	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.87	A	6.9	#785	0.87	A	7.5	#806	0.92	B	13.8	#966
		SB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.5	-	-	B	13.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.6**	**-**	**-**	**A**	**7.9**	**-**	**-**	**B**	**12.6**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.19	C	22.0	18'	0.27	D	29.5	25'	0.28	D	31.1	28'	0.34	E	39.4	35'
	NYS ROUTE 208	NEB	LT	500+	0.02	B	10.1	3'	0.02	B	10.8	3'	0.02	B	10.9	3'	0.03	B	11.6	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.43	C	26.3	43'	0.45	C	27.5	43'	0.52	C	34.4	43'
		SEB APPROACH		-	-	-	-	-	-	C	26.3	-	-	C	27.5	-	-	C	34.4	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.31	A	2.5	80'	0.34	A	2.5	90'	0.35	A	2.2	99'
		NEB APPROACH		-	-	-	-	-	-	A	2.5	-	-	A	2.5	-	-	A	2.2	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.81	A	5.7	428'	0.81	A	5.6	452'	0.86	A	7.4	#777
		SWB APPROACH		-	-	-	-	-	-	A	5.7	-	-	A	5.6	-	-	A	7.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.5**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**6.7**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.70	F	70.9	103'	1.42	F	335.1	228'	1.32	F	290.2	215'	1.49	F	369.4	235'
	NYS ROUTE 208	NB	LT	500+	0.01	B	10.9	0'	0.01	B	12.6	0'	0.01	B	12.2	0'	0.01	B	12.6	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.68	F	84.9	#189	0.68	F	84.9	#189	0.68	F	84.9	#189
		EB APPROACH		-	-	-	-	-	-	F	84.9	-	-	F	84.9	-	-	F	84.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.32	A	2.9	34'	0.33	A	2.9	35'	0.34	A	3.0	37'
		NB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	2.9	-	-	A	3.0	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.94	C	22.5	#1654	0.90	B	17.3	#1347	0.94	C	22.3	#1650
		SB APPROACH		-	-	-	-	-	-	C	22.5	-	-	B	17.3	-	-	C	22.3	-
		OVERALL		-	-	-	-	-	-	**C**	**21.5**	-	-	**B**	**17.7**	-	-	**C**	**21.0**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.00	C	20.0	0'	0.01	D	27.1	0'	0.01	D	25.2	0'	0.01	D	27.1	0'
	NYS ROUTE 208	NB	LT	500+	0.00	B	10.8	0'	0.00	B	12.5	0'	0.00	B	12.0	0'	0.00	B	12.5	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.02	D	36.3	0'	0.02	C	33.5	0'	0.02	D	36.3	0'
		EB APPROACH		-	-	-	-	-	-	D	36.3	-	-	C	33.5	-	-	D	36.3	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.36	A	1.9	79'	0.38	A	2.1	84'	0.39	A	2.0	88'
		NB APPROACH		-	-	-	-	-	-	A	1.9	-	-	A	2.1	-	-	A	2.0	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.93	B	13.7	#1020	0.90	B	10.3	#734	0.92	B	13.5	#1015
		SB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	10.3	-	-	B	13.5	-
		OVERALL		-	-	-	-	-	-	**B**	**10.4**	-	-	**A**	**7.8**	-	-	**B**	**10.1**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.78	C	34.2	50'	0.78	C	34.2	51'	0.78	C	34.2	51'	0.78	C	34.2	51'
		EB APPROACH		-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-
	DUELK AVENUE	WB	LT	500+	0.69	C	34.8	81'	0.70	C	34.7	87'	0.70	C	34.7	87'	0.70	C	34.7	87'
			R	500+	0.23	C	28.7	0'	0.22	C	28.6	0'	0.22	C	28.6	0'	0.22	C	28.6	0'
		WB APPROACH		-	-	C	33.6	-	-	C	33.5	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	NEB	LTR	500+	0.28	A	5.9	134'	0.38	A	6.9	197'	0.41	A	7.2	222'	0.45	A	7.6	247'
		NEB APPROACH		-	-	A	5.9	-	-	A	6.9	-	-	A	7.2	-	-	A	7.6	-
	NYS ROUTE 208	SWB	LTR	375	0.73	B	12.3	#623	0.85	B	17.9	#781	0.86	B	18.9	#800	0.97	C	31.1	#929
		SWB APPROACH		-	-	B	12.3	-	-	B	17.9	-	-	B	18.9	-	-	C	31.7	-
		OVERALL		-	-	**B**	**13.9**	-	-	**B**	**17.0**	-	-	**B**	**17.5**	-	-	**D**	**47.1**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	0.79	D	53.1	69'
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	D	53.1	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	0.74	D	54.9	125'
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	0.24	D	46.5	3'
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	D	53.3	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	0.40	A	6.6	253'
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	6.6	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	0.86	B	18.3	#1156
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	18.3	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	**B**	**19.1**	-

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.13	C	20.8	10'	0.18	D	27.2	18'	0.19	D	29.0	18'	0.24	E	36.2	23'
	NYS ROUTE 208	NEB	LT	395	0.01	B	10.3	0'	0.01	B	11.0	0'	0.01	B	11.1	0'	0.02	B	11.8	0'
	W/ SIGNALIZATION																			
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.28	C	21.7	33'	0.29	C	22.7	34'	0.35	C	28.1	36'
		SEB APPROACH		-	-	-	-	-	-	C	21.7	-	-	C	22.7	-	-	C	28.1	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.33	A	2.8	82'	0.35	A	2.8	91'	0.36	A	2.5	97'
		NEB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.8	-	-	A	2.5	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.78	A	5.6	346'	0.78	A	5.6	358'	0.83	A	5.8	500'
		SWB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.6	-	-	A	5.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.3**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	18.0	3'	0.06	C	23.0	5'	0.06	C	24.3	5'	0.08	D	28.8	5'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	7.9	0'	0.00	A	8.2	0'	0.00	A	8.3	0'	0.00	A	8.4	0'
	W/ SIGNALIZATION																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.09	C	20.0	21'	0.09	C	20.9	21'	0.11	C	25.7	24'
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	C	20.9	-	-	C	25.7	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.34	A	2.9	75'	0.37	A	2.9	84'	0.37	A	2.5	88'
		NEB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	2.9	-	-	A	2.5	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.73	A	5.4	314'	0.73	A	5.3	325'	0.78	A	5.4	437'
		SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-	-	A	5.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.00	C	15.4	0'	0.00	C	17.5	0'	0.00	C	17.7	0'	0.00	C	20.1	0'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	W/ SIGNALIZATION																			
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.01	C	21.2	0'	0.01	B	20.0	0'	0.02	C	24.3	0'
		SEB APPROACH		-	-	-	-	-	-	C	21.2	-	-	B	20.0	-	-	C	24.3	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.38	A	6.5	121'	0.37	A	3.0	72'	0.36	A	2.6	73'
		NEB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	3.0	-	-	A	2.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.84	B	12.0	464'	0.77	A	5.5	270'	0.86	A	5.6	342'
		SWB APPROACH		-	-	-	-	-	-	B	12.0	-	-	A	5.5	-	-	A	5.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.3**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	15.6	8'	0.14	C	20.0	13'	0.15	C	21.4	13'	0.18	D	25.3	18'
	NYS ROUTE 208	SWB	LT	300	0.01	A	8.6	0'	0.01	A	9.0	0'	0.01	A	9.2	0'	0.01	A	9.3	0'
	W/ SIGNALIZATION																			
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.32	C	23.8	37'	0.33	C	25.0	38'	0.40	C	31.4	38'
		NWB APPROACH		-	-	-	-	-	-	C	23.8	-	-	C	25.0	-	-	C	31.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.36	A	2.7	85'	0.38	A	2.7	96'	0.39	A	2.4	104'
		NEB APPROACH		-	-	-	-	-	-	A	2.7	-	-	A	2.7	-	-	A	2.4	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.75	A	5.4	365'	0.76	A	5.3	380'	0.81	A	6.1	567'
		SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-	-	A	6.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.5**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.06	C	24.9	5'	0.08	D	34.4	8'	0.09	E	37.6	8'	0.11	E	47.2	10'
	MERRIEWOLD LANE	NWB	LTR	500+	0.15	C	20.6	13'	0.22	D	28.3	20'	0.24	D	30.8	23'	0.29	E	39.3	28'
	NYS ROUTE 208	NEB	LTR	315	0.00	B	12.2	0'	0.00	B	13.3	0'	0.00	B	13.5	0'	0.00	B	14.7	0'
	NYS ROUTE 208	SWB	LTR	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.4	0'	0.00	A	8.5	0'
	W/ SIGNALIZATION																			
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.04	B	19.4	10'	0.04	C	20.3	9'	0.05	C	24.7	10'
		SEB APPROACH		-	-	-	-	-	-	B	19.4	-	-	C	20.3	-	-	C	24.7	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.17	C	20.1	44'	0.18	C	21.0	38'	0.21	C	25.7	44'
		NWB APPROACH		-	-	-	-	-	-	C	20.1	-	-	C	21.0	-	-	C	25.7	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.35	A	3.0	101'	0.37	A	3.0	104'	0.38	A	2.6	110'
		NEB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-	-	A	2.6	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.72	A	5.3	477'	0.72	A	5.2	342'	0.77	A	5.3	449'
		SWB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.2	-	-	A	5.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.1**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.02	C	18.2	0'	0.02	C	19.1	3'	0.02	C	21.7	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.4	0'	0.00	A	8.6	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.12	C	23.4	10'	0.18	D	32.6	15'	0.19	D	34.1	18'	0.20	E	35.9	18'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.02	C	20.0	3'	0.04	D	28.9	3'	0.04	D	30.4	3'	0.05	D	31.9	3'
	NYS ROUTE 208	NB	LTR	275	0.05	A	9.6	3'	0.06	B	10.2	5'	0.06	B	10.2	5'	0.06	B	10.3	5'
	NYS ROUTE 208	SB	LTR	140	0.00	A	7.9	0'	0.01	A	8.2	0'	0.01	A	8.3	0'	0.01	A	8.3	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.11	B	19.0	28'	0.11	B	19.6	28'	0.12	C	20.1	29'
		EB APPROACH		-	-	-	-	-	-	B	19.0	-	-	B	19.6	-	-	C	20.1	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.02	B	18.6	12'	0.02	B	19.2	12'	0.02	B	19.7	12'
		WB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	19.2	-	-	B	19.7	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.38	A	3.2	96'	0.40	A	3.2	103'	0.41	A	3.1	109'
		NB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.1	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.72	A	5.4	299'	0.72	A	5.3	309'	0.72	A	5.3	320'
		SB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-	-	A	5.3	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	19.2	13'	0.22	D	28.2	20'	0.21	D	27.0	20'	0.23	D	29.6	20'
	NYS ROUTE 208	SB	LT	120	0.01	A	8.1	0'	0.02	A	8.6	3'	0.02	A	8.7	3'	0.02	A	8.7	3'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.42	C	28.9	47'	0.39	C	26.1	47'	0.43	C	29.2	47'
		WB APPROACH		-	-	-	-	-	-	C	28.9	-	-	C	26.1	-	-	C	29.2	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.33	A	2.4	87'	0.36	A	2.6	92'	0.36	A	2.4	96'
			R	150	-	-	-	-	0.03	A	1.7	5'	0.03	A	1.9	5'	0.03	A	1.7	5'
		NB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.6	-	-	A	2.4	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.03	A	3.1	5'	0.03	A	3.5	5'	0.03	A	3.3	5'
			T	500+	-	-	-	-	0.84	A	6.1	510'	0.81	A	5.8	428'	0.83	A	6.0	510'
		SB APPROACH		-	-	-	-	-	-	A	6.0	-	-	A	5.8	-	-	A	5.5	-
		OVERALL		-	-	-	-	-	-	**A**	**5.6**	-	-	**A**	**5.3**	-	-	**A**	**5.5**	-
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		-	-	-	-	-	-	-	-	0.05	B	10.3	3'	0.09	B	10.7	8'
		SWB	LT		-	-	-	-	-	-	-	-	0.00	A	7.6	0'	0.01	A	7.6	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.71	B	19.3	130'	0.77	B	19.3	213'
			R		-	-	-	-	-	-	-	-	0.11	B	16.4	17'	0.11	B	15.5	21'
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	18.9	-	-	B	18.9	-
		NB	T		-	-	-	-	-	-	-	-	0.67	B	10.9	241'	0.70	B	13.0	293'
			R		-	-	-	-	-	-	-	-	0.05	A	4.8	5'	0.08	A	4.1	7'
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	10.4	-	-	B	11.9	-
		SB	L		-	-	-	-	-	-	-	-	0.31	A	6.5	45'	0.38	A	8.6	62'
			T		-	-	-	-	-	-	-	-	0.78	A	6.1	373'	0.86	A	9.4	505'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	6.1	-	-	A	9.2	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**8.8**	-	-	**B**	**11.6**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-		-	-	-	-	A	7.0	-	-	A	9.8	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	6.0	-	-	A	7.5	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	8.5	-	-	B	10.4	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**7.6**	-	-	**A**	**9.5**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.5	0'	0.01	A	7.6	0'	0.01	A	7.6	0'	0.01	A	7.6	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.09	B	11.2	8'	0.11	B	11.9	10'	0.11	B	12.0	10'	0.11	B	12.2	10'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.0	0'	0.00	B	11.6	0'	0.01	B	11.7	0'	0.01	B	11.8	0'

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	27.9	60'	0.19	C	28.4	61'
				TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	28.1	312'	0.87	C	28.6	315'
			EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	28.1	-	-	C	28.6	-
		NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	28.0	#293	0.73	C	28.8	#299
				T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	26.1	432'	0.87	C	26.9	436'
				R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.6	23'	0.19	A	4.8	23'
			WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	23.9	-	-	C	24.7	-
		NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.28	C	22.4	64'	0.28	C	22.4	65'
				TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.76	C	31.8	#289	0.79	C	34.0	#311
			NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	29.7	-	-	C	31.5	-
			SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.38	C	21.4	92'	0.39	C	21.6	92'
				TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.7	216'	0.70	C	26.8	221'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.2	-	-	C	25.3	-
			OVERALL		**-**	**-**	**C**	**20.9**	**-**	**-**	**C**	**25.0**	**-**	**-**	**C**	**26.0**	**-**	**-**	**C**	**26.7**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	28.0	60'	0.19	C	28.5	60'
				TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	28.1	311'	0.87	C	28.6	313'
			EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	28.1	-	-	C	28.6	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	28.0	#294	0.73	C	28.8	#299
				T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	26.0	429'	0.87	C	26.8	433'
				R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	4.6	23'	0.19	A	4.8	24'
			WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	23.9	-	-	C	24.6	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.27	C	22.2	64'	0.27	C	22.3	65'
				TR	140	-	-	-	-	0.73	C	28.3	#257	0.76	C	29.9	#287	0.78	C	31.7	#310
			NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	28.2	-	-	C	29.6	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.38	C	21.3	91'	0.39	C	21.5	91'
				TR	125	-	-	-	-	0.71	C	26.4	211'	0.70	C	26.6	215'	0.69	C	26.7	221'
			SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	25.0	-	-	C	25.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**24.8**	**-**	**-**	**C**	**25.7**	**-**	**-**	**C**	**26.4**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.40	C	24.9	45'	0.41	D	25.8	48'
		NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.7	0'	0.01	A	9.7	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.15	F	154.7	300'	1.23	F	183.9	330'
	NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.7	0'	0.00	B	10.8	0'
	WITH SIGNALIZATION																			
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.86	D	47.3	210'	0.87	D	47.8	213'
		WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.3	-	-	D	47.8	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.87	B	17.7	#859	0.90	C	20.2	#895
		NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	17.7	-	-	C	20.2	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.30	A	4.9	134'	0.31	A	5.0	141'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.9	-	-	A	5.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**B**	**19.0**	**-**	**-**	**C**	**20.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.24	C	24.1	23'	0.26	D	26.4	25'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.06	C	16.6	5'	0.08	C	16.3	5'
	NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	5'	0.08	A	8.3	8'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.02	A	8.8	0'	0.03	A	8.9	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.09	B	11.7	8'	0.10	B	11.7	8'
		NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.02	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	3.89	F	> 1000	920'	13.20	F	> 1000	1335'
	NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.40	C	18.0	48'	0.52	C	22.4	73'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																			
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.79	E	79.5	#258	0.79	E	79.5	#258
			R	500+	-	-	-	-	0.51	E	58.0	66'	0.79	E	72.3	158'	0.77	E	61.5	259'
		WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	75.5	-	-	E	68.0	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	0.91	C	24.6	#1480	1.05	F	63.7	#1627
			R	50	-	-	-	-	0.18	A	1.9	41'	0.18	A	2.2	54'	0.20	A	4.3	55'
		NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.9	-	-	D	54.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.86	D	47.9	192'	0.89	E	76.3	#271
			T	500+	-	-	-	-	0.43	A	4.0	186'	0.46	A	4.6	210'	0.49	A	4.9	233'
		SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	B	13.5	-	-	C	21.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**C**	**25.7**	**-**	**-**	**D**	**45.7**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	20.4	-	-	C	23.8	-
		NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	15.6	-	-	C	15.8	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.2	-	-	A	7.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**13.6**	**-**	**-**	**B**	**14.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.90	D	52.3	#273	0.92	E	56.0	#290
		WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	52.3	-	-	E	56.0	-
	NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.74	A	10.0	370'	0.77	B	10.9	397'
		NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	A	10.0	-	-	B	10.9	-
	NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.67	F	769.2	#945	3.04	F	936.1	#1015
		SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	769.2	-	-	F	936.1	-
		OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**354.8**	**-**	**-**	**F**	**429.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#542	0.88	E	73.2	#577
		WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-	-	E	73.2	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.89	D	43.6	#1041	0.92	D	47.4	#1097
		NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	43.6	-	-	D	47.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.79	D	45.4	m152	0.87	D	48.5	m212
			T	500+	-	-	-	-	0.63	A	0.4	m295	0.65	A	0.2	m320	0.66	A	0.2	m361
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.0	-	-	B	13.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**29.5**	**-**	**-**	**C**	**31.5**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.15	C	20.1	40'	0.35	C	21.0	#212	0.35	C	21.0	#212	0.35	C	21.0	#212
		EB APPROACH		-	-	C	20.1	-	-	C	21.0	-	-	C	21.0	-	-	C	21.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.65	C	24.9	#259	1.08	F	91.5	#474	1.08	F	91.5	#474	1.08	F	91.5	#474
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.9	-	-	F	91.5	-	-	F	91.5	-	-	F	91.5	-
	NYS ROUTE 208	NB	LT	500+	0.43	A	9.3	181'	0.64	B	13.4	270'	0.72	B	15.5	315'	0.76	B	17.2	#361
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	9.3	-	-	B	13.4	-	-	B	15.5	-	-	B	17.2	-
	NYS ROUTE 208	SB	LTR	450	0.60	B	11.7	307'	0.88	C	25.3	#670	0.99	D	43.9	#765	1.10	E	77.3	#639
		SB APPROACH		-	-	B	11.7	-	-	C	25.3	-	-	D	43.9	-	-	E	77.3	-
		OVERALL		**-**	**-**	**B**	**14.1**	**-**	**-**	**D**	**36.8**	**-**	**-**	**D**	**43.8**	**-**	**-**	**E**	**56.9**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.35	F	261.5	#370	1.35	F	261.5	#370	1.35	F	261.5	#370
		EB APPROACH		-	-	-	-	-	-	F	261.5	-	-	F	261.5	-	-	F	261.5	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	1.12	F	133.7	#743	1.12	F	133.7	#743	1.12	F	133.7	#743
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	133.7	-	-	F	133.7	-	-	F	133.7	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.19	C	23.6	m48	0.26	C	26.7	m45	0.55	D	37.8	m43
			T	500+	-	-	-	-	0.68	C	34.3	m537	0.73	C	34.3	m586	0.79	D	36.0	m630
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.3	-	-	C	33.7	-	-	D	36.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.41	C	25.8	m73	0.55	D	39.9	m80	0.69	D	52.4	m#121
			TR	450	-	-	-	-	0.91	B	19.9	m#916	0.96	C	27.2	m#961	1.00	D	36.1	m#1029
		SB APPROACH		-	-	-	-	-	-	C	20.7	-	-	C	29.0	-	-	D	38.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**E**	**73.5**	**-**	**-**	**E**	**74.6**	**-**	**-**	**E**	**77.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.76	F	85.3	#188'	0.76	F	85.3	#188'	0.82	F	97.1	#200'
		EB	R	50	-	-	-	-	0.84	F	103.3	50'	0.84	F	103.3	50'	0.90	F	122.7	51'
		EB APPROACH		-	-	-	-	-	-	F	94.2	-	-	F	94.2	-	-	F	109.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	1.01	F	97.9	#665'	1.01	F	97.9	#665'	1.01	F	97.9	#665'
			T	500+	-	-	-	-	0.06	D	42.5	46'	0.06	D	42.5	46'	0.06	D	42.5	46'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	94.8	-	-	F	94.8	-	-	F	94.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.16	C	20.8	m48'	0.18	C	22.0	m45'	0.19	C	21.8	m43'
			T	500+	-	-	-	-	0.66	C	32.5	m527'	0.73	C	34.3	m586'	0.78	C	35.0	m624'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	31.5	-	-	C	33.3	-	-	C	34.0	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.39	C	24.4	m72'	0.50	C	28.5	m79'	0.60	C	34.9	m99'
			TR	450	-	-	-	-	0.89	B	15.2	m#894'	0.93	C	20.6	m#938'	0.96	C	23.5	m#995'
		SB APPROACH		-	-	-	-	-	-	B	16.4	-	-	C	21.7	-	-	C	25.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**46.3**	**-**	**-**	**D**	**47.8**	**-**	**-**	**D**	**50.0**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	D	26.9	18'	0.42	F	57.3	45'	0.48	F	70.9	53'	0.54	F	84.1	60'
	NYS ROUTE 208	NB	LT	500+	0.09	A	8.8	8'	0.12	A	9.5	10'	0.13	A	9.9	10'	0.14	B	10.4	13'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.14	C	26.5	33'	0.14	C	29.1	33'	0.13	D	40.4	20'
			R	50	-	-	-	-	0.79	D	36.2	20'	0.78	D	38.5	20'	0.77	D	49.2	33'
		SEB APPROACH		-	-	-	-	-	-	C	34.6	-	-	D	37.0	-	-	D	47.8	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.17	A	3.9	21'	0.19	A	4.4	21'	0.20	A	4.4	23'
			T	-	-	-	-	-	0.89	A	5.1	#1022	0.90	A	5.8	#1267	0.95	B	16.0	#1282
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.7	-	-	B	15.2	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.48	A	2.1	129'	0.54	A	2.2	167'	0.56	A	2.0	207'
		SB APPROACH		-	-	-	-	-	-	A	2.1	-	-	A	2.2	-	-	A	2.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**5.2**	**-**	**-**	**B**	**11.3**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.10	C	20.7	8'	0.16	D	30.5	15'	0.20	E	37.4	18'	0.28	F	56.7	28'
	NYS ROUTE 208	NEB	LT	500+	0.03	A	8.6	3'	0.04	A	9.1	3'	0.04	A	9.5	3'	0.05	A	9.8	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.31	D	35.2	30'	0.37	D	43.1	30'	0.41	D	48.0	32'
		SEB APPROACH		-	-	-	-	-	-	D	35.2	-	-	D	43.1	-	-	D	48.0	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.85	A	7.6	#970	0.94	B	17.1	#1202	0.94	B	16.1	#1285
		NEB APPROACH		-	-	-	-	-	-	A	7.6	-	-	B	17.1	-	-	B	16.1	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.46	A	2.4	134'	0.51	A	2.2	171'	0.55	A	2.4	192'
		SWB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.2	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.2**	**-**	**-**	**B**	**12.4**	**-**	**-**	**B**	**11.5**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	2.48	F	762.2	575'	6.50	F	> 1000	923'	6.50	F	> 1000	923'	7.96	F	> 1000	950'
	NYS ROUTE 208	NB	LT	500+	0.02	A	8.7	3'	0.02	A	9.5	3'	0.02	A	9.7	3'	0.02	A	9.9	3'
	WITH SIGNALIZATION																				
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	1.03	F	119.3	#535	1.03	F	119.3	#535	1.03	F	119.3	#535
		EB APPROACH		-	-	-	-	-	-	F	119.3	-	-	F	119.3	-	-	F	119.3	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.93	C	26.5	m#1514	0.89	C	21.4	m#1408	0.95	C	29.7	m#1570
		NB APPROACH		-	-	-	-	-	-	C	26.5	-	-	C	21.4	-	-	C	29.7	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.0	420'	0.62	B	10.8	474'	0.65	B	11.4	524'
		SB APPROACH		-	-	-	-	-	-	B	10.0	-	-	B	10.8	-	-	B	11.4	-
		OVERALL		-	-	-	-	-	-	**C**	**33.3**	-	-	**C**	**30.6**	-	-	**C**	**34.5**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																			
	FAIRWAY DRIVE	EB	LR	315	0.02	D	31.1	0'	0.03	F	59.6	3'	0.03	F	58.8	3'	0.04	F	68.3	3'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.3	0'	0.01	A	9.5	0'	0.01	A	9.7	0'
	W/ SIGNALIZATION																				
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.04	D	40.2	8'	0.04	D	42.2	8'	0.04	D	44.6	8'
		EB APPROACH		-	-	-	-	-	-	D	40.2	-	-	D	42.2	-	-	D	44.6	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.96	C	20.4	#1154	0.92	B	13.4	#1161	0.96	C	20.2	#1264
		NB APPROACH		-	-	-	-	-	-	C	20.4	-	-	B	13.4	-	-	C	20.2	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.51	A	2.2	144'	0.54	A	2.3	158'	0.56	A	2.4	173'
		SB APPROACH		-	-	-	-	-	-	A	2.2	-	-	A	2.3	-	-	A	2.4	-
		OVERALL		-	-	-	-	-	-	**B**	**14.2**	-	-	**A**	**9.4**	-	-	**B**	**13.8**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																			
	DUELK AVENUE	EB	LTR	100	0.70	C	32.4	51'	0.73	C	32.7	52'	0.73	C	32.7	52'	0.73	C	32.7	52'
		EB APPROACH		-	-	C	32.4	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	DUELK AVENUE	WB	LT	500+	0.54	C	32.3	58'	0.57	C	32.7	63'	0.57	C	32.7	63'	0.57	C	32.7	63'
			R	500+	0.20	C	28.7	0'	0.21	C	28.8	0'	0.21	C	28.8	0'	0.21	C	28.8	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.8	-	-	C	31.8	-	-	C	31.8	-
	NYS ROUTE 208	NEB	LTR	500+	0.89	B	19.7	#811	1.05	D	52.8	#1021	1.08	E	64.2	#1060	1.21	F	115.4	#1220
		NEB APPROACH		-	-	B	19.7	-	-	D	52.8	-	-	E	64.2	-	-	F	115.4	-
	NYS ROUTE 208	SWB	LTR	375	0.43	A	6.7	225'	0.58	A	8.4	348'	0.66	A	9.9	#504	0.73	B	11.5	#597
		SWB APPROACH		-	-	A	6.7	-	-	A	8.4	-	-	A	9.9	-	-	B	11.5	-
		OVERALL		-	-	**B**	**17.0**	-	-	**D**	**37.3**	-	-	**D**	**43.5**	-	-	**E**	**74.7**	-
	WITH TIMING IMPROVEMENTS																				
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.79	E	69.7	97'	0.79	E	69.7	97'	0.79	E	69.7	97'
		EB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	75.1	116'	0.74	E	75.1	116'	0.74	E	75.1	116'
			R	500+	-	-	-	-	0.27	E	64.5	3'	0.27	E	64.5	3'	0.27	E	64.5	3'
		WB APPROACH		-	-	-	-	-	-	E	72.5	-	-	E	72.5	-	-	E	72.5	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.88	B	18.5	#1492	0.91	C	21.4	#1572'	1.02	D	44.0	#1879'
		NB APPROACH		-	-	-	-	-	-	B	18.5	-	-	C	21.4	-	-	D	44.0	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.51	A	6.2	328'	0.59	A	7.1	420'	0.73	A	9.8	531'
		SB APPROACH		-	-	-	-	-	-	A	6.2	-	-	A	7.1	-	-	A	9.8	-
		OVERALL		-	-	-	-	-	-	**B**	**18.8**	-	-	**C**	**20.3**	-	-	**C**	**34.2**	-

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.15	C	19.9	13'	0.25	D	31.2	25'	0.31	E	38.7	30'	0.43	F	61.3	45'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.04	A	9.2	3'	0.04	A	9.5	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.41	C	27.8	37'	0.52	D	39.5	40'	0.51	D	37.9	40'
		SEB APPROACH		-	-	-	-	-	-	C	27.8	-	-	D	39.5	-	-	D	37.9	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.79	A	5.9	#572	0.87	A	8.8	#1019	0.85	A	6.8	#1009
		NEB APPROACH		-	-	-	-	-	-	A	5.9	-	-	A	8.8	-	-	A	6.8	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.46	A	2.8	129'	0.49	A	2.4	163'	0.53	A	2.1	169'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-	-	A	2.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**7.4**	**-**	**-**	**A**	**5.8**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.06	C	23.4	5'	0.10	D	33.5	8'	0.12	E	39.1	10'	0.15	F	52.7	13'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.7	0'	0.00	B	10.9	0'	0.00	B	11.7	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.12	C	25.5	26'	0.15	C	33.7	26'	0.16	C	34.7	26'
		NB APPROACH		-	-	-	-	-	-	C	25.5	-	-	C	33.7	-	-	C	34.7	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.5	409'	0.87	A	8.6	#948	0.87	A	8.8	#962
		NEB APPROACH		-	-	-	-	-	-	A	5.5	-	-	A	8.6	-	-	A	8.8	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.42	A	2.8	113'	0.46	A	2.4	143'	0.52	A	2.6	174'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-	-	A	2.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**6.7**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.03	C	22.1	3'	0.05	D	32.2	3'	0.06	E	38.5	5'	0.08	F	52.6	5'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	9.0	0'	0.00	A	9.3	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.06	C	25.7	14'	0.08	C	33.9	14'	0.08	C	34.9	14'
		SEB APPROACH		-	-	-	-	-	-	C	25.7	-	-	C	33.9	-	-	C	34.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.77	A	5.3	389'	0.85	A	8.1	#945	0.85	A	8.3	#957
		NEB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	8.1	-	-	A	8.3	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.44	A	2.8	104'	0.48	A	2.4	133'	0.53	A	2.6	162'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-	-	A	2.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**6.2**	**-**	**-**	**A**	**6.2**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	21.2	8'	0.16	D	30.0	15'	0.19	D	34.2	18'	0.25	E	46.5	23'
	NYS ROUTE 208	SWB	LT	300	0.03	B	10.0	3'	0.03	B	10.9	3'	0.04	B	11.1	3'	0.04	B	12.1	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.25	C	27.2	32'	0.32	D	36.3	32'	0.33	D	37.3	32'
		NWB APPROACH		-	-	-	-	-	-	C	27.2	-	-	D	36.3	-	-	D	37.3	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.4	437'	0.87	A	8.9	#974	0.87	A	9.1	#985
		NEB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	8.9	-	-	A	9.1	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.45	A	2.8	131'	0.50	A	2.4	175'	0.55	A	2.6	220'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.4	-	-	A	2.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**7.1**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.20	D	29.2	18'	0.34	F	52.0	33'	0.43	F	71.1	45'	0.61	F	128.1	65'
	MERRIEWOLD LANE	NWB	LTR	500+	0.19	E	37.0	18'	0.32	F	67.9	30'	0.40	F	89.0	38'	0.57	F	155.5	55'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	9.1	0'	0.01	A	9.4	0'
	NYS ROUTE 208	SWB	LTR	500+	0.05	B	10.1	3'	0.06	B	11.0	5'	0.06	B	11.3	5'	0.07	B	12.2	5'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.18	C	24.9	40'	0.25	D	35.5	39'	0.24	C	34.4	41'
		SEB APPROACH		-	-	-	-	-	-	C	24.9	-	-	D	35.5	-	-	C	34.4	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.12	C	24.5	38'	0.16	C	34.8	39'	0.15	C	33.8	39'
		NWB APPROACH		-	-	-	-	-	-	C	24.5	-	-	C	34.8	-	-	C	33.8	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.75	A	4.1	376'	0.85	A	7.9	#962'	0.83	A	6.1	#783
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	7.9	-	-	A	6.1	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.47	A	2.3	131'	0.53	A	2.5	200'	0.57	A	2.2	209'
		SWB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.5	-	-	A	2.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.2**	**-**	**-**	**A**	**6.8**	**-**	**-**	**A**	**5.4**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																			
	SHANNON LANE	NWB	LR	175		0.01	C	18.7	0'	0.02	C	24.2	3'	0.02	D	26.6	3'	0.03	D	33.4	3'
	NYS ROUTE 208	SWB	LT	500+		0.00	A	9.9	0'	0.00	B	10.8	0'	0.00	B	11.0	0'	0.00	B	11.9	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																			
	SUNOCO DRIVEWA	EB	LTR	25		0.37	F	67.8	35'	0.74	F	200.1	73'	0.86	F	255.9	80'	0.95	F	307.4	85'
	BLOOMING GROVE PLAZA	WB	LTR	40		0.45	E	45.7	53'	0.81	F	128.7	108'	0.92	F	168.9	123'	1.01	F	204.5	133'
	NYS ROUTE 208	NB	LTR	275		0.03	A	8.5	3'	0.04	A	9.0	3'	0.04	A	9.2	3'	0.04	A	9.2	3'
	NYS ROUTE 208	SB	LTR	140		0.02	B	10.1	3'	0.02	B	11.0	3'	0.02	B	11.2	3'	0.02	B	11.4	3'
	W/ SIGNALIZATION																				
	SUNOCO DRIVEWAY	EB	LTR	25		-	-	-	-	0.15	C	29.3	41'	0.15	C	31.3	42'	0.16	C	33.0	42'
		EB APPROACH		-		-	-	-	-	-	C	29.3	-	-	C	31.3	-	-	C	33.0	-
	BLOOMING GROVE PLAZA	WB	LTR	40		-	-	-	-	0.36	C	30.9	58'	0.38	C	33.0	58'	0.39	C	34.8	58'
		WB APPROACH		-		-	-	-	-	-	C	30.9	-	-	C	33.0	-	-	C	34.8	-
	NYS ROUTE 208	NB	LTR	275		-	-	-	-	0.83	A	7.0	631'	0.84	A	7.9	#892	0.86	A	8.8	#935
		NB APPROACH		-		-	-	-	-	-	A	7.0	-	-	A	7.9	-	-	A	8.8	-
	NYS ROUTE 208	SB	LTR	140		-	-	-	-	0.48	A	3.0	165'	0.49	A	3.0	177'	0.51	A	3.0	190'
		SB APPROACH		-		-	-	-	-	-	A	3.0	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		-		**-**	**-**	**-**	**-**	**-**	**A**	**6.9**	**-**	**-**	**A**	**7.5**	**-**	**-**	**A**	**8.1**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65		0.06	C	23.8	5'	0.10	E	36.5	8'	0.09	E	35.7	8'	0.11	E	40.6	8'
	NYS ROUTE 208	SB	LT	120		0.00	B	11.0	0'	0.00	B	12.5	0'	0.00	B	12.1	0'	0.01	B	12.6	0'
	W/ SIGNALIZATION																				
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65		-	-	-	-	0.16	C	34.4	20'	0.18	D	38.6	20'	0.19	D	41.1	20'
		WB APPROACH		-		-	-	-	-	-	C	34.4	-	-	D	38.6	-	-	D	41.1	-
	NYS ROUTE 208	NB	T	500+		-	-	-	-	0.88	A	9.5	#923	0.93	B	14.3	#1037	0.97	C	21.7	#1133
			R	150		-	-	-	-	0.01	A	1.3	2'	0.01	A	1.2	2'	0.01	A	1.1	2'
		NB APPROACH		-		-	-	-	-	-	A	9.4	-	-	B	14.2	-	-	C	21.6	-
	NYS ROUTE 208	SB	L	115		-	-	-	-	0.01	B	16.6	1'	0.01	C	22.3	1'	0.02	C	31.9	1'
			T	500+		-	-	-	-	0.52	A	2.6	157'	0.54	A	2.5	176'	0.56	A	2.6	194'
		SB APPROACH		-		-	-	-	-	-	A	2.6	-	-	A	2.5	-	-	A	2.7	-
		OVERALL		-		**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**B**	**10.0**	**-**	**-**	**B**	**14.7**	**-**
20/	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																			
21	SITE ACCESS DRIVEWAY	NWB	LR			**-**	-	-	-	**-**	-	-	-	0.11	D	28.6	10'	0.22	D	34.1	20'
		SWB	LT			**-**	-	-	-	**-**	-	-	-	0.04	B	10.7	3'	0.07	B	11.0	5'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																			
		WB	L			**-**	-	-	-	**-**	-	-	-	0.38	C	24.4	82'	0.68	C	29.7	155'
			R			**-**	-	-	-	**-**	-	-	-	0.72	C	27.0	49'	0.76	C	30.7	53'
		WB APPROACH				**-**	-	-	-	**-**	-	-	-	-	C	26.0	-	-	C	30.2	-
		NB	T			**-**	-	-	-	**-**	-	-	-	0.89	B	16.6	#681	0.89	B	16.7	#752
			R			**-**	-	-	-	**-**	-	-	-	0.13	A	2.5	8'	0.24	A	2.8	9'
		NB APPROACH				**-**	-	-	-	**-**	-	-	-	-	B	14.7	-	-	B	13.6	-
		SB	L			**-**	-	-	-	**-**	-	-	-	0.10	B	11.5	8'	0.17	B	13.2	14'
			T			**-**	-	-	-	**-**	-	-	-	0.52	A	4.4	186'	0.51	A	4.5	206'
		SB APPROACH				**-**	-	-	-	**-**	-	-	-	-	A	4.6	-	-	A	5.0	-
		OVERALL				**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**12.7**	**-**	**-**	**B**	**13.4**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH				-	-	-	-	-	-	-	-	-	B	12.9	-	-	D	27.9	-
		NB APPROACH				-	-	-	-	-	-	-	-	-	C	19.3	-	-	B	13.6	-
		SB APPROACH				-	-	-	-	-	-	-	-	-	A	5.5	-	-	A	6.4	-
		OVERALL				**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.4**	**-**	**-**	**B**	**13.4**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																			
	CLOVE ROAD	EB	LTR	500+		0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+		0.02	A	8.0	0'	0.02	A	8.1	3'	0.02	A	8.1	3'	0.02	A	8.1	3'
	ORCHARD LAKE DRIVE	NB	LTR	285		0.04	B	11.4	3'	0.05	B	12.3	5'	0.05	B	12.4	5'	0.05	B	12.5	5'
	WM CORRIE DRIVE	SB	LTR	120		0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.6	54'	0.11	C	28.5	54'
				TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	48.4	#398	0.91	D	49.4	#399
			EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	D	46.3	-	-	D	47.2	-
		NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	36.2	#272	0.73	D	37.2	#285
				T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	34.0	325'	0.86	C	34.4	325'
				R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.2	17'	0.31	A	7.3	17'
			WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.4	-	-	C	30.0	-
		NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.5	34'	0.10	C	25.9	35'
				TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.38	F	220.7	#710	1.42	F	237.8	#725
			NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	207.7	-	-	F	223.6	-
			SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.73	C	24.6	154'	0.73	C	25.0	154'
				TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.41	C	24.0	177'	0.43	C	24.6	187'
		NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.3	-	-	C	24.8	-
			OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**74.7**	**-**	**-**	**E**	**79.3**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.13	C	32.4	39'	0.13	C	33.2	39'	0.13	C	34.4	39'
				TR	140	-	-	-	-	0.90	D	42.2	350'	0.91	D	45.8	352'	0.91	D	50.2	353'
			EB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	44.5	-	-	D	48.5	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	E	55.5	#223	0.90	E	61.2	#244	0.91	E	67.5	#262
				T	220	-	-	-	-	0.86	C	35.0	341'	0.87	D	37.5	341'	0.87	D	40.9	341'
				R	95	-	-	-	-	0.35	A	9.8	40'	0.36	B	10.5	40'	0.35	B	10.9	38'
			WB APPROACH		-	-	-	-	-	-	D	36.8	-	-	D	40.2	-	-	D	44.2	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.08	B	19.3	33'	0.08	B	19.9	34'	0.08	C	21.1	34'
				TR	140	-	-	-	-	0.90	D	39.5	#534	0.91	D	43.4	#553	0.93	D	50.9	#578
			NB APPROACH		-	-	-	-	-	-	D	38.1	-	-	D	41.9	-	-	D	48.9	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.84	D	46.2	#200	0.88	E	57.4	#206	0.89	E	57.2	#199
				TR	125	-	-	-	-	0.32	B	19.8	164'	0.33	C	20.8	174'	0.34	C	21.8	184'
			SB APPROACH		-	-	-	-	-	-	C	32.7	-	-	D	38.2	-	-	D	38.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**41.1**	**-**	**-**	**D**	**45.0**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.25	D	27.4	23'	0.27	D	29.5	25'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.1	3'	0.02	A	9.1	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.04	F	111.9	265'	1.04	F	111.9	265'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	48.1	218'	0.87	D	48.1	218'
		WB APPROACH		-	-	-	-	-	-	D	48.1	-	-	D	48.1	-	-	D	48.1	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.78	B	12.8	#659	0.78	B	12.8	#659
		NB APPROACH		-	-	-	-	-	-	B	12.8	-	-	B	12.8	-	-	B	12.8	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.27	A	4.8	121'	0.27	A	4.8	121'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.25	C	21.3	25'	0.25	C	21.3	25'
	ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.09	C	22.2	8'	0.09	C	22.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.2	5'	0.07	A	8.2	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	8.7	0'	0.00	A	8.7	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.07	B	11.8	5'	0.07	B	11.8	5'
		NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.02	A	7.9	3'	0.02	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	1.69	F	389.0	460'	1.69	F	389.0	460'
	NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.26	B	13.8	25'	0.26	B	13.8	25'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283	0.93	F	114.1	#283
			R	500+	-	-	-	-	0.52	E	59.4	48'	0.52	E	59.4	51'	0.52	E	59.4	51'
		WB APPROACH		-	-	-	-	-	-	F	92.2	-	-	F	92.2	-	-	F	92.2	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.68	B	10.6	604'	0.68	B	10.6	604'
			R	50	-	-	-	-	0.18	A	1.9	45'	0.18	A	1.9	27'	0.18	A	1.9	27'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	A	8.8	-	-	A	8.8	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.42	B	11.0	29'	0.42	B	11.0	29'
			T	500+	-	-	-	-	0.42	A	3.7	167'	0.42	A	3.7	167'	0.42	A	3.7	167'
		SB APPROACH		-	-	-	-	-	-	A	6.4	-	-	A	5..0	-	-	A	5..0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**B**	**16.8**	**-**	**-**	**B**	**16.8**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	B	10.4	-	-	B	10.4	-
		NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	A	9.2	-	-	A	9.2	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	6.6	-	-	A	6.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**A**	**8.4**	**-**	**-**	**A**	**8.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.88	D	43.7	#260	0.84	D	43.7	#260
		WB APPROACH		-	-	C	27.3	-	-	D	43.7	-	-	D	43.7	-	-	D	43.7	-
	NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.71	A	8.4	334'	0.67	A	8.4	334'
		NB APPROACH		-	-	A	4.8	-	-	A	8.4	-	-	A	8.4	-	-	A	8.4	-
	NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.32	F	495.5	#856	2.06	F	495.5	#856
		SB APPROACH		-	-	D	35.1	-	-	F	495.5	-	-	F	495.5	-	-	F	495.5	-
		OVERALL		**-**	**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#445	0.88	E	69.7	#445
		WB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.85	D	41.6	864'	0.85	D	41.6	864'
		NB APPROACH		-	-	-	-	-	-	D	41.6	-	-	D	41.6	-	-	D	41.6	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.69	D	42.4	m148	0.69	D	42.4	m148
			T	500+	-	-	-	-	0.62	A	1.0	m525	0.62	A	1.0	m525	0.62	A	1.0	m525
		SB APPROACH		-	-	-	-	-	-	B	11.9	-	-	B	11.9	-	-	B	11.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.12	C	21.1	31'	0.28	C	20.4	#103	0.28	C	20.4	#103	0.28	C	20.4	#103
		EB APPROACH		-	-	C	21.1	-	-	C	20.4	-	-	C	20.4	-	-	C	20.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.56	C	23.8	#195	0.83	D	36.4	#391	0.83	D	36.4	#391	0.83	D	36.4	#391
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.8	-	-	D	36.4	-	-	D	36.4	-	-	D	36.4	-
	NYS ROUTE 208	NB	LT	500+	0.37	A	7.1	177'	0.55	B	11.8	257'	0.55	B	11.8	257'	0.55	B	11.8	257'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	7.1	-	-	B	11.8	-	-	B	11.8	-	-	B	11.8	-
	NYS ROUTE 208	SB	LTR	450	0.51	A	8.4	288'	0.78	B	18.3	#627	0.78	B	18.3	#627	0.78	B	18.3	#627
		SB APPROACH		-	-	A	8.4	-	-	B	18.3	-	-	B	18.3	-	-	B	18.3	-
		OVERALL		**-**	**-**	**B**	**11.3**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**20.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.08	F	161.7	#292	1.08	F	161.7	#292	1.08	F	161.7	#292
		EB APPROACH		-	-	-	-	-	-	F	161.7	-	-	F	161.7	-	-	F	161.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.94	E	77.9	#543	0.94	E	77.9	#543	0.94	E	77.9	#543
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	77.9	-	-	E	77.9	-	-	E	77.9	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.17	C	25.1	m44	0.17	C	25.1	m44	0.17	C	25.1	m44
			T	500+	-	-	-	-	0.66	D	36.3	m552	0.66	D	36.3	m552	0.66	D	36.3	m552
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	D	35.4	-	-	D	35.4	-	-	D	35.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.43	C	28.2	m80	0.43	C	28.2	m80	0.43	C	28.2	m80
			TR	450	-	-	-	-	0.84	B	16.6	#863	0.84	B	16.6	#863	0.84	B	16.6	#863
		SB APPROACH		-	-	-	-	-	-	B	18.4	-	-	B	18.4	-	-	B	18.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**48.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.66	E	70.6	138'	0.66	E	70.6	138'	0.66	E	70.6	138'
		EB	R	50	-	-	-	-	0.81	F	88.3	37'	0.81	F	88.3	37'	0.81	F	88.3	37'
		EB APPROACH		-	-	-	-	-	-	E	79.8	-	-	E	79.8	-	-	E	79.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.90	E	71.1	485'	0.90	E	71.1	485'	0.90	E	71.1	485'
			T	500+	-	-	-	-	0.05	D	45.2	38'	0.05	D	45.2	38'	0.05	D	45.2	38'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	69.8	-	-	E	69.8	-	-	E	69.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m44'	0.15	C	23.2	m44'	0.15	C	23.2	m44'
			T	500+	-	-	-	-	0.64	C	34.5	m544'	0.64	C	34.5	m544'	0.64	C	34.5	m544'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.5	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.40	C	26.2	m79'	0.40	C	26.2	m79'	0.40	C	26.2	m79'
			TR	450	-	-	-	-	0.81	B	13.1	m#840'	0.81	B	13.1	m#840'	0.81	B	13.1	m#840'
		SB APPROACH		-	-	-	-	-	-	B	15.2	-	-	B	15.2	-	-	B	15.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**37.9**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.53	F	55.8	65'	1.13	F	236.2	158'	0.88	F	136.1	125'	0.88	F	136.1	158'
	NYS ROUTE 208	NB	LT	500+	0.08	A	8.8	8'	0.11	A	9.5	10'	0.11	A	9.5	10'	0.11	A	9.5	10'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.41	C	20.8	33'	0.40	B	17.4	44'	0.18	B	17.4	33'
			R	50	-	-	-	-	0.61	C	22.6	50'	0.60	B	19.1	30'	0.78	B	19.1	50'
		SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	B	18.4	-	-	B	18.4	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.18	A	5.3	24'	0.18	A	6.0	24'	0.58	A	6.0	24'
			T	-	-	-	-	-	0.83	A	4.8	488'	0.78	A	4.5	330'	0.40	A	4.5	488'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.54	A	2.9	164'	0.58	A	3.4	164'	0.60	A	3.4	164'
		SB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	3.4	-	-	A	3.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	22.0	8'	0.15	D	32.5	13'	0.13	D	27.6	10'	0.13	D	27.6	10'
	NYS ROUTE 208	NEB	LT	500+	0.04	A	8.7	3'	0.05	A	9.2	3'	0.05	A	9.2	3'	0.05	A	9.2	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.24	C	29.0	26'	0.20	C	23.9	24'	0.20	C	23.9	24'
		SEB APPROACH		-	-	-	-	-	-	C	29.0	-	-	C	23.9	-	-	C	23.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.78	A	5.0	479'	0.71	A	4.7	337'	0.71	A	4.7	337'
		NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.49	A	2.8	141'	0.52	A	3.3	146'	0.52	A	3.3	146'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	3.3	-	-	A	3.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.4**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	1.62	F	374.7	365'	4.32	F	> 1000	708'	3.45	F	> 1000	665'	3.45	F	> 1000	665'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.5	0'	0.01	A	9.5	0'	0.01	A	9.5	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.77	E	72.8	#369	0.77	E	72.8	#369	0.77	E	72.8	#369
		EB APPROACH		-	-	-	-	-	-	E	72.8	-	-	E	72.8	-	-	E	72.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.84	B	18.3	m338	0.74	B	13.3	m197	0.74	B	13.3	m197
		NB APPROACH		-	-	-	-	-	-	B	18.3	-	-	B	13.3	-	-	B	13.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.9	445'	0.59	B	10.9	445'	0.59	B	10.9	445'
		SB APPROACH		-	-	-	-	-	-	B	10.9	-	-	B	10.9	-	-	B	10.9	-
		OVERALL		-	-	-	-	-	-	**C**	**21.9**	-	-	**B**	**19.7**	-	-	**B**	**19.7**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.03	C	21.8	3'	0.06	E	37.2	5'	0.05	D	32.3	5'	0.05	D	32.3	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.4	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	D	36.2	14'	0.08	C	30.6	14'	0.08	C	30.6	14'
		EB APPROACH		-	-	-	-	-	-	D	36.2	-	-	C	30.6	-	-	C	30.6	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.88	A	9.5	#998	0.81	A	6.1	479'	0.81	A	6.1	479'
		NB APPROACH		-	-	-	-	-	-	A	9.5	-	-	A	6.1	-	-	A	6.1	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.52	A	2.4	153'	0.53	A	2.8	153'	0.53	A	2.8	153'
		SB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.8	-	-	A	2.8	-
		OVERALL		-	-	-	-	-	-	**A**	**7.0**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.66	C	31.8	55'	0.68	C	32.0	57'	0.68	C	32.0	57'	0.68	C	32.0	57'
		EB APPROACH		-	-	C	31.8	-	-	C	32.0	-	-	C	32.0	-	-	C	32.0	-
	DUELK AVENUE	WB	LT	500+	0.57	C	32.5	64'	0.60	C	32.9	68'	0.60	C	32.9	68'	0.60	C	32.9	68'
			R	500+	0.21	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'
		WB APPROACH		-	-	C	31.6	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.76	B	12.6	#671	0.91	C	21.8	#865	0.80	B	14.2	#723	0.80	B	14.2	#723
		NEB APPROACH		-	-	B	12.6	-	-	C	21.8	-	-	B	14.2	-	-	B	14.2	-
	NYS ROUTE 208	SWB	LTR	375	0.42	A	6.6	229'	0.54	A	8.0	338'	0.54	A	8.0	338'	0.54	A	8.0	338'
		SWB APPROACH		-	-	A	6.6	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		-	-	**B**	**12.5**	-	-	**B**	**18.0**	-	-	**B**	**13.5**	-	-	**B**	**13.5**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.78	E	68.4	107'	0.78	E	68.4	107'	0.78	E	68.4	107'
		EB APPROACH		-	-	-	-	-	-	E	68.4	-	-	E	68.4	-	-	E	68.4	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	72.3	122'	0.74	E	72.3	122'	0.74	E	72.3	122'
			R	500+	-	-	-	-	0.27	E	62.3	4'	0.27	E	62.3	4'	0.27	E	62.3	4'
		WB APPROACH		-	-	-	-	-	-	E	69.9	-	-	E	69.9	-	-	E	69.9	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.77	B	11.5	#1128	0.68	A	8.9	769'	0.68	A	8.9	769'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	A	8.9	-	-	A	8.9	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.46	A	5.8	357'	0.46	A	5.7	354'	0.46	A	5.7	354'
		SB APPROACH		-	-	-	-	-	-	A	5.8	-	-	A	5.7	-	-	A	5.7	-
		OVERALL		-	-	-	-	-	-	**B**	**14.5**	-	-	**B**	**13.3**	-	-	**B**	**13.3**	-

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165		0.15	C	21.9	13'	0.24	D	34.0	23'	0.21	D	28.7	20'	0.21	D	28.7	20'
	NYS ROUTE 208	NEB	LT	395		0.03	A	8.4	3'	0.03	A	8.9	3'	0.03	A	8.9	3'	0.03	A	8.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165		-	-	-	-	0.30	C	23.8	36'	0.26	B	19.6	30'	0.26	B	19.6	30'
		SEB APPROACH		-		-	-	-	-	-	C	23.8	-	-	B	19.6	-	-	B	19.6	-
	NYS ROUTE 208	NEB	LT	395		-	-	-	-	0.72	A	4.9	363'	0.66	A	4.8	270'	0.66	A	4.8	270'
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	TR	30		-	-	-	-	0.48	A	3.2	135'	0.51	A	3.7	140'	0.51	A	3.7	140'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.7	-	-	A	3.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360		0.07	C	20.2	5'	0.11	D	27.7	10'	0.09	C	23.9	8'	0.09	C	23.9	8'
	NYS ROUTE 208	SWB	LT	500+		0.00	A	9.5	0'	0.00	B	10.2	0'	0.00	A	9.6	0'	0.00	A	9.6	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360		-	-	-	-	0.14	C	22.0	24'	0.12	B	18.2	20'	0.12	B	18.2	20'
		NB APPROACH		-		-	-	-	-	-	C	22.0	-	-	B	18.2	-	-	B	18.2	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.75	A	5.1	325'	0.69	A	5.0	237'	0.69	A	5.0	237'
		NEB APPROACH		-		-	-	-	-	-	A	5.1	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SWB	LT	35		-	-	-	-	0.45	A	3.2	128'	0.47	A	3.7	131'	0.47	A	3.7	131'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.7	-	-	A	3.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.6**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345		0.02	C	21.0	3'	0.03	D	29.8	10'	0.02	D	25.6	3'	0.02	D	25.6	3'
	NYS ROUTE 208	NEB	LT	500+		0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360		-	-	-	-	0.04	C	21.8	9'	0.03	B	18.0	8'	0.03	B	18.0	8'
		SEB APPROACH		-		-	-	-	-	-	C	21.8	-	-	B	18.0	-	-	B	18.0	-
	NYS ROUTE 208	NEB	LT	500+		-	-	-	-	0.71	A	4.9	293'	0.65	A	4.8	220'	0.65	A	4.8	220'
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	TR	500+		-	-	-	-	0.47	A	3.2	113'	0.50	A	3.7	120'	0.50	A	3.7	120'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.7	-	-	A	3.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.3**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.4**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+		0.12	C	20.7	10'	0.18	D	28.9	15'	0.15	C	24.3	15'	0.15	C	24.3	15'
	NYS ROUTE 208	SWB	LT	300		0.03	A	9.6	3'	0.04	B	10.4	3'	0.03	A	9.8	3'	0.03	A	9.8	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360		-	-	-	-	0.26	C	23.3	31'	0.22	B	19.1	25'	0.22	B	19.1	25'
		NWB APPROACH		-		-	-	-	-	-	C	23.3	-	-	B	19.1	-	-	B	19.1	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.74	A	5.0	338'	0.69	A	4.9	243'	0.69	A	4.9	243'
		NEB APPROACH		-		-	-	-	-	-	A	5.0	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	LT	305		-	-	-	-	0.47	A	3.2	148'	0.50	A	3.7	148'	0.50	A	3.7	148'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.7	-	-	A	3.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+		0.10	D	25.6	8'	0.18	E	42.2	15'	0.14	D	33.9	15'	0.14	D	33.9	15'
	MERRIEWOLD LANE	NWB	LTR	500+		0.23	D	29.0	23'	0.38	E	49.9	40'	0.31	E	38.5	40'	0.31	E	38.5	40'
	NYS ROUTE 208	NEB	LTR	315		0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	NYS ROUTE 208	SWB	LTR	500+		0.02	A	9.5	3'	0.02	B	10.3	3'	0.02	A	9.7	3'	0.02	A	9.7	3'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+		-	-	-	-	0.08	C	22.2	40'	0.07	B	18.3	20'	0.07	B	18.3	20'
		SEB APPROACH		-		-	-	-	-	-	C	22.2	-	-	B	18.3	-	-	B	18.3	-
	MERRIEWOLD LANE	NWB	LTR	500+		-	-	-	-	0.20	C	22.8	38'	0.17	B	18.8	38'	0.17	B	18.8	38'
		NWB APPROACH		-		-	-	-	-	-	C	22.8	-	-	B	18.8	-	-	B	18.8	-
	NYS ROUTE 208	NEB	LTR	315		-	-	-	-	0.71	A	4.9	376'	0.65	A	4.8	258'	0.65	A	4.8	258'
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LTR	500+		-	-	-	-	0.46	A	3.2	131'	0.48	A	3.7	151'	0.48	A	3.7	151'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.7	-	-	A	3.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	17.9	0'	0.02	C	23.0	3'	0.02	C	20.1	3'	0.02	C	20.1	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.4	0'	0.00	B	10.1	0'	0.00	A	9.5	0'	0.00	A	9.5	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.23	E	45.9	20'	0.42	F	96.2	40'	0.42	F	96.2	40'	0.42	F	96.2	40'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.25	D	26.7	25'	0.40	E	44.7	43'	0.40	E	44.7	43'	0.40	E	44.7	43'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.3	3'	0.02	A	8.8	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.02	A	9.4	3'	0.03	B	10.1	3'	0.03	B	10.1	3'	0.03	B	10.1	3'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.10	C	20.6	35'	0.10	C	20.6	35'	0.10	C	20.6	35'
		EB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.6	-	-	C	20.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.24	C	21.3	44'	0.24	C	21.3	44'	0.24	C	21.3	44'
		WB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	21.3	-	-	C	21.3	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.71	A	5.0	356'	0.71	A	5.0	356'	0.71	A	5.0	356'
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.47	A	3.4	150'	0.47	A	3.4	150'	0.47	A	3.4	150'
		SB APPROACH		-	-	-	-	-	-	A	3.4	-	-	A	3.4	-	-	A	3.4	-
		OVERALL		-	-	-	-	-	-	**A**	**5.2**	-	-	**A**	**5.2**	-	-	**A**	**5.2**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	22.6	10'	0.21	E	36.0	20'	0.18	D	29.8	15'	0.18	D	29.8	15'
	NYS ROUTE 208	SB	LT	120	0.00	A	9.9	0'	0.00	B	11.1	0'	0.00	B	10.4	0'	0.00	B	10.4	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.30	C	30.6	36'	0.25	C	24.8	31'	0.30	C	24.8	36'
		WB APPROACH		-	-	-	-	-	-	C	30.6	-	-	C	24.8	-	-	C	24.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.82	A	6.1	482'	0.76	A	5.1	345'	0.82	A	5.1	482'
			R	150	-	-	-	-	0.00	A	1.5	1'	0.00	A	1.8	1'	0.00	A	1.8	1'
		NB APPROACH		-	-	-	-	-	-	A	6.1	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	12.1	1'	0.01	A	9.6	1'	0.01	A	9.6	1'
			T	500+	-	-	-	-	0.54	A	2.9	173'	0.57	A	3.5	182'	0.54	A	3.5	173'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.5	-	-	A	3.5	-
		OVERALL		-	-	-	-	-	-	**A**	**5.2**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SWB	LT		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		-	-	-	-	-	-	-	-	0.78	B	16.4	0'	0.78	B	16.4	0'
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	16.4	-	-	B	16.4	-
		NB	T		-	-	-	-	-	-	-	-	0.79	A	5.8	186'	0.79	A	5.8	186'
			R		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	5.8	-	-	A	5.8	-
		SB	L		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			T		-	-	-	-	-	-	-	-	0.61	A	4.7	113'	0.61	A	4.7	113'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**6.3**	-	-	**A**	**6.3**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	-	A	9.9	-	-	A	9.9	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	10.1	-	-	B	10.1	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**8.0**	-	-	**A**	**8.0**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.9	0'	0.02	A	8.1	0'	0.02	A	8.1	0'	0.02	A	8.1	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	12.1	3'	0.05	B	13.3	0'	0.05	B	13.3	0'	0.05	B	13.3	0'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.6	0'	0.01	B	12.6	0'	0.01	B	12.6	0'	0.01	B	12.6	0'

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	30.0	59'	0.13	C	30.0	59'
			TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.93	D	52.4	#479	0.93	D	52.4	#479
		EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	D	50.0	-	-	D	50.0	-
	NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.72	C	33.3	#218	0.72	C	33.3	#218
			T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.87	D	35.3	337'	0.87	D	35.3	337'
			R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.7	16'	0.27	A	6.7	16'
		WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	29.0	-	-	C	29.0	-
	NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.11	C	25.9	37'	0.11	C	25.9	37'
			TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.27	F	175.8	#642	1.27	F	175.8	#642
		NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	163.8	-	-	F	163.8	-
		SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	24.9	164'	0.75	C	24.9	164'
			TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.37	C	24.0	156'	0.37	C	24.0	156'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	24.5	-	-	C	24.5	-
		OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**63.0**	**-**	**-**	**E**	**63.0**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.15	C	33.4	42'	0.15	C	33.4	42'	0.15	C	33.4	42'
			TR	140	-	-	-	-	0.91	D	45.2	401'	0.91	D	45.2	401'	0.91	D	45.2	401'
		EB APPROACH		-	-	-	-	-	-	D	43.9	-	-	D	43.9	-	-	D	43.9	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	E	59.2	#222	0.88	E	59.2	#222	0.88	E	59.2	#222
			T	220	-	-	-	-	0.88	D	38.6	364'	0.88	D	38.6	364'	0.88	D	38.6	364'
			R	95	-	-	-	-	0.31	A	9.1	38'	0.31	A	9.1	38'	0.31	A	9.1	38'
		WB APPROACH		-	-	-	-	-	-	D	39.3	-	-	D	39.3	-	-	D	39.3	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.3	37'	0.09	C	21.3	37'	0.09	C	21.3	37'
			TR	140	-	-	-	-	0.90	D	42.9	#502	0.90	D	42.9	#502	0.90	D	42.9	#502
		NB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	41.1	-	-	D	41.1	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.86	D	48.6	#215	0.86	D	48.6	#215	0.86	D	48.6	#215
			TR	125	-	-	-	-	0.32	C	21.7	156'	0.32	C	21.7	156'	0.32	C	21.7	156'
		SB APPROACH		-	-	-	-	-	-	D	35.7	-	-	D	35.7	-	-	D	35.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.28	D	27.6	28'	0.28	D	27.6	28'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.7	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	0.90	F	69.3	203'	0.90	F	69.3	203'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.87	D	48.3	190'	0.87	D	48.3	190'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	48.3	-	-	D	48.3	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.59	A	8.0	311'	0.59	A	8.0	311'
		NB APPROACH		-	-	-	-	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.34	A	5.3	164'	0.34	A	5.3	164'
		SB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.3	-	-	A	5.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.19	C	16.3	18'	0.19	C	16.3	18'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.05	B	14.2	5'	0.05	B	14.2	5'
	NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.2	5'	0.05	A	8.2	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.00	A	8.4	0'	0.00	A	8.4	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.04	B	10.1	3'	0.04	B	10.1	3'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.22	C	18.7	20'	0.22	C	18.7	20'
	NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.03	A	9.5	3'	0.03	A	9.5	3'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.45	E	63.2	63'	0.45	E	63.2	63'
			R	500+	-	-	-	-	0.45	E	60.8	34'	0.45	E	60.8	34'	0.45	E	60.8	34'
		WB APPROACH		-	-	-	-	-	-	E	61.9	-	-	E	61.9	-	-	E	61.9	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.50	A	4.6	317'	0.50	A	4.6	317'
			R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.3	5'	0.03	A	1.3	5'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.05	A	2.6	7'	0.05	A	2.6	7'
			T	500+	-	-	-	-	0.48	A	2.6	204'	0.48	A	2.6	204'	0.48	A	2.6	204'
		SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.6	-	-	A	2.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	A	6.3	-	-	A	6.3	-
		NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	5.6	-	-	A	5.6	-
		SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	5.7	-	-	A	5.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.54	C	27.7	94'	0.54	C	27.7	94'
		WB APPROACH		-	-	C	28.2	-	-	C	27.7	-	-	C	27.7	-	-	C	27.7	-
	NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.50	A	4.5	209'	0.50	A	4.5	209'
		NB APPROACH		-	-	A	3.1	-	-	A	4.5	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.26	F	139.9	#745	1.26	F	139.9	#745
		SB APPROACH		-	-	B	16.2	-	-	F	139.9	-	-	F	139.9	-	-	F	139.9	-
		OVERALL		**-**	**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	206'	0.82	E	74.0	206'
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.0	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.67	C	30.4	585'	0.67	C	30.4	585'
		NB APPROACH		-	-	-	-	-	-	C	30.4	-	-	C	30.4	-	-	C	30.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.55	C	25.7	111'	0.55	C	25.7	111'
			T	500+	-	-	-	-	0.41	A	0.6	100'	0.41	A	0.6	100'	0.41	A	0.6	100'
		SB APPROACH		-	-	-	-	-	-	A	9.8	-	-	A	9.8	-	-	A	9.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.1	21'	0.28	C	22.4	59'	0.28	C	22.4	59'	0.28	C	22.4	59'
		EB APPROACH		-	-	C	22.1	-	-	C	22.4	-	-	C	22.4	-	-	C	22.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.44	C	23.9	111'	0.53	C	23.7	153'	0.53	C	23.7	153'	0.53	C	23.7	153'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.9	-	-	C	23.7	-	-	C	23.7	-	-	C	23.7	-
	NYS ROUTE 208	NB	LT	500+	0.26	A	4.7	126'	0.37	A	6.3	177'	0.37	A	6.3	177'	0.37	A	6.3	177'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	4.7	-	-	A	6.3	-	-	A	6.3	-	-	A	6.3	-
	NYS ROUTE 208	SB	LTR	450	0.50	A	6.5	306'	0.62	A	9.4	#486	0.62	A	9.4	#486	0.62	A	9.4	#486
		SB APPROACH		-	-	A	6.5	-	-	A	9.4	-	-	A	9.4	-	-	A	9.4	-
		OVERALL		**-**	**-**	**A**	**8.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**11.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.85	E	73.1	152'	0.85	E	73.1	152'	0.85	E	73.1	152'
		EB APPROACH		-	-	-	-	-	-	E	73.1	-	-	E	73.1	-	-	E	73.1	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55	0.15	C	23.2	m55	0.15	C	23.2	m55
			T	500+	-	-	-	-	0.48	C	31.3	334'	0.48	C	31.3	334'	0.48	C	31.3	334'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m59	0.22	C	22.5	m59	0.22	C	22.5	m59
			TR	450	-	-	-	-	0.81	B	13.0	#821	0.81	B	13.0	#821	0.81	B	13.0	#821
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**32.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.73	E	74.1	109'	0.73	E	74.1	109'	0.73	E	74.1	109'
		EB	R	50	-	-	-	-	0.72	E	75.1	0'	0.72	E	75.1	0'	0.72	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.6	-	-	E	74.6	-	-	E	74.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55'	0.15	C	23.2	m55'	0.15	C	23.2	m55'
			T	500+	-	-	-	-	0.48	C	31.3	324'	0.48	C	31.3	324'	0.48	C	31.3	324'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m58'	0.22	C	22.5	m58'	0.22	C	22.5	m58'
			TR	450	-	-	-	-	0.81	B	13.0	374'	0.81	B	13.0	374'	0.81	B	13.0	374'
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	-	-	-	-	**-**	**C**	**32.2**	**-**	**-**	**C**	**32.2**	**-**	**-**	**C**	**32.2**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	C	16.7	18'	0.24	C	19.4	23'	0.24	C	19.4	23'	0.24	C	19.4	23'
	NYS ROUTE 208	NB	LT	500+	0.03	A	8.8	3'	0.04	A	9.2	3'	0.04	A	9.2	3'	0.04	A	9.2	3'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.08	B	12.3	26'	0.08	B	12.3	26'	0.08	B	12.3	26'
			R	50	-	-	-	-	0.82	B	19.3	11'	0.82	B	19.3	11'	0.82	B	19.3	11'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	18.6	-	-	B	18.6	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.07	A	6.7	10'	0.07	A	6.7	10'	0.07	A	6.7	10'
			T	-	-	-	-	-	0.67	A	4.2	173'	0.67	A	4.2	173'	0.67	A	4.2	173'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.2	169'	0.66	A	4.2	169'	0.66	A	4.2	169'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
		OVERALL		**-**	-	-	-	-	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.07	C	16.3	5'	0.08	C	18.4	8'	0.08	C	18.4	8'	0.08	C	18.4	8'
	NYS ROUTE 208	NEB	LT	500+	0.02	A	8.8	3'	0.02	A	9.1	3'	0.02	A	9.1	3'	0.02	A	9.1	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.14	B	15.6	17'	0.14	B	15.6	17'	0.14	B	15.6	17'
		SEB APPROACH		-	-	-	-	-	-	B	15.6	-	-	B	15.6	-	-	B	15.6	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.56	A	4.6	167'	0.56	A	4.6	167'	0.56	A	4.6	167'
		NEB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.59	A	4.6	156'	0.59	A	4.6	156'	0.59	A	4.6	156'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		**-**	-	-	-	-	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.55	E	48.0	73'	0.80	F	97.6	120'	0.80	F	97.6	120'	0.80	F	97.6	120'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.0	0'	0.01	A	9.4	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.30	D	53.4	143'	0.30	D	53.4	143'	0.30	D	53.4	143'
		EB APPROACH		-	-	-	-	-	-	D	53.4	-	-	D	53.4	-	-	D	53.4	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.50	A	8.6	110'	0.50	A	8.6	110'	0.50	A	8.6	110'
		NB APPROACH		-	-	-	-	-	-	A	8.6	-	-	A	8.6	-	-	A	8.6	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.58	B	11.1	442'	0.58	B	11.1	442'	0.58	B	11.1	442'
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	11.1	-	-	B	11.1	-
		OVERALL		-	-	-	-	-	-	**B**	**12.8**	-	-	**B**	**12.8**	-	-	**B**	**12.8**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.06	C	23.7	5'	0.08	D	30.4	8'	0.08	D	30.4	8'	0.08	D	30.4	8'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.01	A	9.6	0'	0.01	A	9.6	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	B	18.9	13'	0.09	B	18.9	13'	0.09	B	18.9	13'
		EB APPROACH		-	-	-	-	-	-	B	18.9	-	-	B	18.9	-	-	B	18.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.62	A	4.5	208'	0.62	A	4.5	208'	0.62	A	4.5	208'
		NB APPROACH		-	-	-	-	-	-	A	4.5	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.6	211'	0.66	A	4.6	211'	0.66	A	4.6	211'
		SB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.62	C	31.7	46'	0.64	C	31.9	49'	0.64	C	31.9	49'	0.64	C	31.9	49'
		EB APPROACH		-	-	C	31.7	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	DUELK AVENUE	WB	LT	500+	0.59	C	32.4	68'	0.62	C	33.0	72'	0.62	C	33.0	72'	0.62	C	33.0	72'
			R	500+	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.53	A	7.7	317'	0.60	A	8.9	#408	0.60	A	8.9	#408	0.60	A	8.9	#408
		NEB APPROACH		-	-	A	7.7	-	-	A	8.9	-	-	A	8.9	-	-	A	8.9	-
	NYS ROUTE 208	SWB	LTR	375	0.48	A	7.0	271'	0.54	A	8.0	339'	0.54	A	8.0	339'	0.54	A	8.0	339'
		SWB APPROACH		-	-	A	7.0	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		-	-	**B**	**10.0**	-	-	**B**	**10.9**	-	-	**B**	**10.9**	-	-	**B**	**10.9**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.12	C	16.7	10'	0.15	C	19.6	13'	0.15	C	19.6	13'	0.15	C	19.6	13'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.7	3'	0.04	A	8.9	3'	0.04	A	8.9	3'	0.04	A	8.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.23	B	14.8	23'	0.23	B	14.8	23'	0.23	B	14.8	23'
		SEB APPROACH		-	-	-	-	-	-	B	14.8	-	-	B	14.8	-	-	B	14.8	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.56	A	4.7	165'	0.56	A	4.7	165'	0.56	A	4.7	165'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.57	A	4.7	145'	0.57	A	4.7	145'	0.57	A	4.7	145'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**5.1**	-	-	**A**	**5.1**	-	-	**A**	**5.1**	-
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	17.9	3'	0.06	C	20.8	5'	0.06	C	20.8	5'	0.06	C	20.8	5'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.06	B	13.4	12'	0.06	B	13.4	12'	0.06	B	13.4	12'
		NB APPROACH		-	-	-	-	-	-	B	13.4	-	-	B	13.4	-	-	B	13.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.9	141'	0.59	A	4.9	141'	0.59	A	4.9	141'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.52	A	4.7	135'	0.52	A	4.7	135'	0.52	A	4.7	135'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.02	C	18.2	0'	0.02	C	21.4	3'	0.02	C	21.4	3'	0.02	C	21.4	3'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.03	B	13.8	6'	0.03	B	13.8	6'	0.03	B	13.8	6'
		SEB APPROACH		-	-	-	-	-	-	B	13.8	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.54	A	4.7	142'	0.54	A	4.7	142'	0.54	A	4.7	142'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.58	A	4.8	135'	0.58	A	4.8	135'	0.58	A	4.8	135'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		-	-	-	-	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.09	C	15.7	8'	0.11	C	18.1	10'	0.11	C	18.1	10'	0.11	C	18.1	10'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.7	3'	0.02	A	8.9	3'	0.02	A	8.9	3'	0.02	A	8.9	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.18	B	14.5	20'	0.18	B	14.5	20'	0.18	B	14.5	20'
		NWB APPROACH		-	-	-	-	-	-	B	14.5	-	-	B	14.5	-	-	B	14.5	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.8	151'	0.59	A	4.8	151'	0.59	A	4.8	151'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.54	A	4.7	157'	0.54	A	4.7	157'	0.54	A	4.7	157'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.08	C	23.5	8'	0.11	D	29.6	10'	0.11	D	29.6	10'	0.11	D	29.6	10'
	MERRIEWOLD LANE	NWB	LTR	500+	0.09	C	19.6	8'	0.12	C	23.3	10'	0.12	C	23.3	10'	0.12	C	23.3	10'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.5	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	NYS ROUTE 208	SWB	LTR	500+	0.01	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.05	B	13.7	14'	0.05	B	13.7	14'	0.05	B	13.7	14'
		SEB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.7	-	-	B	13.7	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.08	B	13.8	18'	0.08	B	13.8	18'	0.08	B	13.8	18'
		NWB APPROACH		-	-	-	-	-	-	B	13.8	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.54	A	4.8	148'	0.54	A	4.8	148'	0.54	A	4.8	148'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.53	A	4.7	143'	0.53	A	4.7	143'	0.53	A	4.7	143'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.01	C	16.8	0'	0.01	C	16.8	0'	0.01	C	16.8	0'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	31.5	15'	0.22	E	42.5	20'	0.22	E	42.5	20'	0.22	E	42.5	20'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.14	C	20.7	13'	0.18	D	25.5	15'	0.18	D	25.5	15'	0.18	D	25.5	15'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.6	3'	0.02	A	8.8	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.6	0'	0.02	A	8.9	0'	0.02	A	8.9	0'	0.02	A	8.9	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.07	B	13.5	22'	0.07	B	13.5	22'	0.07	B	13.5	22'
		EB APPROACH		-	-	-	-	-	-	B	13.5	-	-	B	13.5	-	-	B	13.5	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.11	B	13.7	23'	0.11	B	13.7	23'	0.11	B	13.7	23'
		WB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.7	-	-	B	13.7	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.55	A	4.9	159'	0.55	A	4.9	159'	0.55	A	4.9	159'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.55	A	4.8	150'	0.55	A	4.8	150'	0.55	A	4.8	150'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		-	-	-	-	-	-	**A**	**5.3**	-	-	**A**	**5.3**	-	-	**A**	**5.3**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.01	C	15.3	0'	0.01	C	17.7	0'	0.01	C	17.7	0'	0.01	C	17.7	0'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.6	0'	0.00	A	9.0	0'	0.00	A	9.0	0'	0.00	A	9.0	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.02	B	14.6	6'	0.02	B	14.6	6'	0.02	B	14.6	6'
		WB APPROACH		-	-	-	-	-	-	B	14.6	-	-	B	14.6	-	-	B	14.6	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.61	A	4.8	146'	0.61	A	4.8	146'	0.61	A	4.8	146'
			R	150	-	-	-	-	0.00	A	2.7	1'	0.00	A	2.7	1'	0.00	A	2.7	1'
		NB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	6.9	2'	0.00	A	6.9	2'	0.00	A	6.9	2'
			T	500+	-	-	-	-	0.63	A	4.9	156'	0.63	A	4.9	156'	0.63	A	4.9	156'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SWB	LT		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		WB APPROACH			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB	T		-	-	-	-	-	-	-	-	0.57	A	1.4	0'	0.57	A	1.4	0'
			R		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	1.4	-	-	A	1.4	-
		SB	L		-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			T		-	-	-	-	-	-	-	-	0.56	A	1.4	0'	0.56	A	1.4	0'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	1.4	-	-	A	1.4	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**1.4**	-	-	**A**	**1.4**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	8.3	-	-	A	8.3	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	5.1	-	-	A	5.1	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**6.7**	-	-	**A**	**6.7**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.03	B	10.4	3'	0.03	B	10.6	3'	0.03	B	10.6	3'	0.03	B	10.6	3'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.8	0'	0.00	B	12.2	0'	0.00	B	12.2	0'	0.00	B	12.2	0'

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.06	C	26.2	33'	0.06	C	26.2	33'
			TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.88	C	33.6	318'	0.88	C	33.6	318'
		EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	C	33.1	-	-	C	33.1	-
	NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.77	D	43.6	#375	0.77	D	43.6	#375
			T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.81	C	34.4	284'	0.81	C	34.4	284'
			R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.0	16'	0.36	A	8.0	16'
		WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.10	C	24.4	40'	0.10	C	24.4	40'
			TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.06	F	95.6	#563	1.06	F	95.6	#563
		NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	88.7	-	-	F	88.7	-
		SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.73	C	23.9	159'	0.73	C	23.9	159'
			TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.28	C	22.3	133'	0.28	C	22.3	133'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	23.2	-	-	C	23.2	-
		OVERALL		-	-	**C**	**32.7**	-	-	**D**	**43.2**	-	-	**D**	**43.2**	-	-	**D**	**43.2**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.06	C	26.9	26'	0.06	C	26.9	26'	0.06	C	26.9	26'
			TR	140	-	-	-	-	0.90	D	44.9	#401	0.90	D	44.9	#401	0.90	D	44.9	#401
		EB APPROACH		-	-	-	-	-	-	D	43.7	-	-	D	43.7	-	-	D	43.7	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	D	43.0	206'	0.88	D	43.0	206'	0.88	D	43.0	206'
			T	220	-	-	-	-	0.81	C	34.7	292'	0.81	C	34.7	292'	0.81	C	34.7	292'
			R	95	-	-	-	-	0.37	A	8.6	25'	0.37	A	8.6	25'	0.37	A	8.6	25'
		WB APPROACH		-	-	-	-	-	-	C	32.0	-	-	C	32.0	-	-	C	32.0	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.8	40'	0.09	C	21.8	40'	0.09	C	21.8	40'
			TR	140	-	-	-	-	0.89	D	39.2	#452	0.89	D	39.2	#452	0.89	D	39.2	#452
		NB APPROACH		-	-	-	-	-	-	D	37.6	-	-	D	37.6	-	-	D	37.6	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.67	C	23.2	148'	0.67	C	23.2	148'	0.67	C	23.2	148'
			TR	125	-	-	-	-	0.25	C	20.1	129'	0.25	C	20.1	129'	0.25	C	20.1	129'
		SB APPROACH		-	-	-	-	-	-	C	21.9	-	-	C	21.9	-	-	C	21.9	-
		OVERALL		-	-	-	-	-	-	**C**	**33.7**	-	-	**C**	**33.7**	-	-	**C**	**33.7**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.19	C	16.6	18'	0.19	C	16.6	18'
	NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.6	0'	0.00	A	8.6	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	0.96	F	86.0	235'	1.01	F	100.3	258'
	NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.9	0'	0.00	A	9.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	49.2	209'	0.87	D	49.7	211'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	49.2	-	-	D	49.7	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.53	A	7.4	298'	0.55	A	7.7	319'
		NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.4	-	-	A	7.7	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.39	A	5.8	225'	0.40	A	6.0	233'
		SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.8	-	-	A	6.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.4**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.25	C	15.5	25'	0.26	C	16.0	25'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.07	B	14.6	5'	0.08	B	14.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.4	5'	0.06	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.01	A	8.0	0'	0.02	A	8.1	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.06	B	10.6	5'	0.07	B	10.6	5'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	3'	0.02	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	1.51	F	296.4	468'	2.23	F	619.4	705'
	NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.23	B	11.4	23'	0.29	B	12.2	30'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.69	E	62.0	193'	0.58	E	58.9	193'
			R	500+	-	-	-	-	0.48	E	55.2	46'	0.63	E	56.4	57'	0.67	E	57.7	61'
		WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	59.1	-	-	E	58.2	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.49	A	8.4	400'	0.54	B	10.8	465'
			R	50	-	-	-	-	0.17	A	1.9	17'	0.17	A	2.1	21'	0.18	A	2.3	26'
		NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	6.8	-	-	A	8.7	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.35	A	6.1	49'	0.47	A	8.8	60'
			T	500+	-	-	-	-	0.49	A	4.3	320'	0.53	A	5.3	347'	0.57	A	6.7	380'
		SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	5.4	-	-	A	7.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**13.3**	**-**	**-**	**B**	**15.1**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	7.3	-	-	A	8.1	-
		NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	7.4	-	-	A	8.0	-
		SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.4	-	-	A	7.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**7.4**	**-**	**-**	**A**	**8.0**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.63	C	29.2	124'	0.65	C	29.9	129'
		WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.2	-	-	C	29.9	-
	NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.55	A	5.5	235'	0.56	A	5.7	243'
		NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.5	-	-	A	5.7	-
	NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.74	F	352.3	#958	1.84	F	397.2	#993
		SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	352.3	-	-	F	397.2	-
		OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**179.0**	**-**	**-**	**F**	**201.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	263'	0.84	E	72.1	275'
		WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-	-	E	72.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.71	C	32.2	663'	0.73	C	32.9	684'
		NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	32.2	-	-	C	32.9	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.73	C	31.6	m213	0.77	C	32.9	m230
			T	500+	-	-	-	-	0.46	A	0.5	242'	0.47	A	0.4	m246	0.48	A	0.3	m246
		SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.4	-	-	B	12.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**23.6**	**-**	**-**	**C**	**24.1**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.02	C	21.2	0'	0.17	B	19.9	53'	0.17	B	19.9	53'	0.17	B	19.9	53'
		EB APPROACH		-	-	C	21.2	-	-	B	19.9	-	-	B	19.9	-	-	B	19.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.49	C	24.0	131'	0.67	C	25.7	#309	0.67	C	25.7	#309	0.67	C	25.7	#309
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.0	-	-	C	25.7	-	-	C	25.7	-	-	C	25.7	-
	NYS ROUTE 208	NB	LT	500+	0.24	A	5.0	112'	0.41	A	9.2	168'	0.45	A	9.7	187'	0.49	B	10.1	203'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	5.0	-	-	A	9.2	-	-	A	9.7	-	-	B	10.1	-
	NYS ROUTE 208	SB	LTR	450	0.58	A	8.1	#450	0.81	B	19.0	#639	0.87	C	22.7	#721	0.91	C	27.1	#779
		SB APPROACH		-	-	A	8.1	-	-	B	19.0	-	-	C	22.7	-	-	C	27.1	-
		OVERALL		**-**	**-**	**A**	**9.9**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**19.8**	**-**	**-**	**C**	**22.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.83	E	77.6	133'	0.83	E	77.6	133'	0.83	E	77.6	133'
		EB APPROACH		-	-	-	-	-	-	E	77.6	-	-	E	77.6	-	-	E	77.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	437'	0.93	E	78.1	437'	0.93	E	78.1	437'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55	0.26	C	29.1	m53	0.43	D	36.4	m51
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.49	C	31.4	359'	0.52	C	32.1	386'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	31.1	-	-	C	32.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94	0.36	C	25.8	m103	0.40	C	27.6	m109
			TR	450	-	-	-	-	0.91	C	20.9	#995	0.95	C	28.0	#1078	0.99	D	35.9	#1143
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	27.6	-	-	C	34.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**40.8**	**-**	**-**	**D**	**44.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.69	E	74.4	98'	0.69	E	74.4	98'	0.69	E	74.4	98'
		EB	R	50	-	-	-	-	0.67	E	75.1	0'	0.67	E	75.1	0'	0.67	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.8	-	-	E	74.8	-	-	E	74.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	422'	0.93	E	78.1	422'	0.93	E	78.1	422'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.36	C	25.6	m55'	0.26	C	29.1	m53'	0.43	D	36.4	m51'
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.49	C	31.4	359'	0.52	C	32.1	386'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	31.1	-	-	C	32.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	100'	0.36	C	25.8	m103	0.40	C	27.6	m109
			TR	450	-	-	-	-	0.91	C	20.9	#1008	0.95	C	28.0	#1078	0.99	D	35.9	#1143
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	27.6	-	-	C	34.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.7**	**-**	**-**	**D**	**40.6**	**-**	**-**	**D**	**44.1**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.38	D	30.3	43'	0.61	F	59.4	80'	0.82	F	112.3	120'	1.04	F	193.1	153'
	NYS ROUTE 208	NB	LT	500+	0.06	A	9.2	5'	0.08	A	9.9	5'	0.08	B	10.4	8'	0.09	B	10.8	8'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.38	B	15.8	27'	0.38	B	18.5	31'	0.38	C	20.9	34'
			R	50	-	-	-	-	0.61	B	17.7	36'	0.62	C	20.4	42'	0.62	C	22.9	49'
		SEB APPROACH		-	-	-	-	-	-	B	16.9	-	-	B	19.6	-	-	C	22.1	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.14	A	8.0	18'	0.15	A	9.0	18'	0.17	A	9.9	19'
			T	-	-	-	-	-	0.55	A	3.5	149'	0.61	A	3.4	198'	0.64	A	3.5	245'
		NB APPROACH		-	-	-	-	-	-	A	3.8	-	-	A	3.9	-	-	A	3.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.71	A	4.2	242'	0.75	A	4.3	314'	0.77	A	4.3	381'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.3	-	-	A	4.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.9**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	17.5	8'	0.13	C	22.7	10'	0.16	D	28.2	15'	0.20	D	34.0	18'
	NYS ROUTE 208	NEB	LT	500+	0.01	A	9.0	0'	0.02	A	9.6	3'	0.02	B	10.0	3'	0.02	B	10.4	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.19	B	18.6	22'	0.23	C	22.9	24'	0.26	C	26.6	27'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	22.9	-	-	C	26.6	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.52	A	3.9	155'	0.57	A	3.7	203'	0.61	A	3.6	243'
		NEB APPROACH		-	-	-	-	-	-	A	3.9	-	-	A	3.7	-	-	A	3.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.66	A	4.7	218'	0.69	A	4.5	278'	0.72	A	4.4	328'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.5	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.97	F	118.2	183'	2.25	F	667.3	483'	2.70	F	882.5	523'	3.09	F	>1000	550'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.3	0'	0.01	B	10.0	0'	0.01	B	10.3	0'	0.01	B	10.4	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.51	D	53.8	272'	0.51	D	53.8	272'	0.51	D	53.8	272'
		EB APPROACH		-	-	-	-	-	-	D	53.8	-	-	D	53.8	-	-	D	53.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.54	B	11.6	145'	0.59	B	12.5	157'	0.62	B	13.2	166'
		NB APPROACH		-	-	-	-	-	-	B	11.6	-	-	B	12.5	-	-	B	13.2	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.72	B	17.6	730'	0.76	B	19.2	826'	0.79	C	20.6	903'
		SB APPROACH		-	-	-	-	-	-	B	17.6	-	-	B	19.2	-	-	C	20.6	-
		OVERALL		-	-	-	-	-	-	**B**	**19.5**	-	-	**C**	**20.4**	-	-	**C**	**21.2**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.04	C	17.7	3'	0.05	C	23.9	5'	0.06	D	26.5	5'	0.06	D	28.7	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.02	A	9.8	0'	0.02	B	10.1	0'	0.02	B	10.3	3'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.08	C	21.1	12'	0.09	C	23.3	13'	0.09	C	25.0	14'
		EB APPROACH		-	-	-	-	-	-	C	21.1	-	-	C	23.3	-	-	C	25.0	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.64	A	4.4	225'	0.67	A	4.3	256'	0.69	A	4.3	283'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.3	-	-	A	4.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.70	A	4.7	242'	0.72	A	4.6	272'	0.73	A	4.6	296'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.77	C	33.3	59'	0.77	C	33.1	61'	0.77	C	33.1	61'	0.77	C	33.1	61'
		EB APPROACH		-	-	C	33.3	-	-	C	33.1	-	-	C	33.1	-	-	C	33.1	-
	DUELK AVENUE	WB	LT	500+	0.60	C	33.2	69'	0.63	C	33.9	73'	0.63	C	33.9	73'	0.63	C	33.9	73'
			R	500+	0.23	C	29.0	0'	0.24	C	29.2	0'	0.24	C	29.2	0'	0.24	C	29.2	0'
		WB APPROACH		-	-	C	32.1	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	NYS ROUTE 208	NEB	LTR	500+	0.49	A	7.6	278'	0.60	A	9.3	#418	0.69	B	11.2	#585	0.77	B	13.3	#680
		NEB APPROACH		-	-	A	7.6	-	-	A	9.3	-	-	B	11.2	-	-	B	13.3	-
	NYS ROUTE 208	SWB	LTR	375	0.52	A	8.0	311'	0.64	B	10.1	#520	0.73	B	12.0	#634	0.79	B	14.0	#717
		SWB APPROACH		-	-	A	8.0	-	-	B	10.1	-	-	B	12.0	-	-	B	14.0	-
		OVERALL		-	-	**B**	**11.1**	-	-	**B**	**12.5**	-	-	**B**	**13.8**	-	-	**B**	**15.5**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.13	C	17.3	10'	0.19	C	23.4	18'	0.25	D	30.8	23'	0.30	E	38.7	30'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.9	3'	0.04	A	9.4	3'	0.04	A	9.9	3'	0.04	B	10.2	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.27	B	17.6	25'	0.32	C	21.9	29'	0.36	C	25.6	32'
		SEB APPROACH		-	-	-	-	-	-	B	17.6	-	-	C	21.9	-	-	C	25.6	-
	NYS ROUTE 208	NEB		395	-	-	-	-	0.53	A	4.1	162'	0.58	A	4.0	217'	0.62	A	3.9	267'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.64	A	4.8	205'	0.67	A	4.5	262'	0.70	A	4.4	313'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.5	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.05	C	16.2	3'	0.07	C	20.9	5'	0.09	D	26.3	8'	0.11	D	31.3	10'
	NYS ROUTE 208	SWB	LT	500+	0.01	A	8.5	0'	0.01	A	8.9	0'	0.01	A	9.3	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.10	B	16.2	16'	0.12	B	20.0	19'	0.13	C	23.3	21'
		NB APPROACH		-	-	-	-	-	-	B	16.2	-	-	B	20.0	-	-	C	23.3	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.54	A	4.2	138'	0.59	A	4.0	184'	0.63	A	3.9	224'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.60	A	4.7	192'	0.64	A	4.5	245'	0.67	A	4.3	291'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.5	-	-	A	4.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.3**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.01	C	17.7	0'	0.01	C	23.1	0'	0.01	D	29.2	0'	0.02	E	35.0	3'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.7	0'	0.00	A	9.2	0'	0.00	A	9.6	0'	0.00	A	9.9	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.02	B	15.0	5'	0.02	B	18.4	5'	0.02	C	21.2	5'
		SEB APPROACH		-	-	-	-	-	-	B	15.0	-	-	B	18.4	-	-	C	21.2	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.50	A	4.2	122'	0.55	A	4.0	158'	0.59	A	3.9	191'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.63	A	4.9	165'	0.66	A	4.6	205'	0.68	A	4.5	241'
		SWB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.6	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.2**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	15.8	8'	0.15	C	20.1	13'	0.19	D	25.6	18'	0.23	D	30.9	20'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.4	3'	0.02	A	8.8	3'	0.02	A	9.2	3'	0.02	A	9.5	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.23	B	16.3	26'	0.27	C	20.0	30'	0.31	C	23.4	33'
		NWB APPROACH		-	-	-	-	-	-	B	16.3	-	-	C	20.0	-	-	C	23.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.52	A	4.2	136'	0.57	A	4.0	178'	0.60	A	3.9	217'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.60	A	4.8	198'	0.64	A	4.6	252'	0.67	A	4.4	304'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.6	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.6**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.05	D	25.6	5'	0.08	E	37.7	8'	0.12	F	54.2	10'	0.16	F	71.4	13'
	MERRIEWOLD LANE	NWB	LTR	500+	0.23	C	24.7	23'	0.37	E	40.4	40'	0.52	F	67.2	60'	0.67	F	105.1	80'
	NYS ROUTE 208	NEB	LTR	315	0.00	A	8.7	0'	0.00	A	9.3	0'	0.00	A	9.7	0'	0.01	B	10.0	0'
	NYS ROUTE 208	SWB	LTR	500+	0.02	A	8.6	3'	0.02	A	9.0	3'	0.03	A	9.5	3'	0.03	A	9.9	3'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.03	B	16.6	13'	0.04	C	20.7	16'	0.04	C	24.1	18'
		SEB APPROACH		-	-	-	-	-	-	B	16.6	-	-	C	20.7	-	-	C	24.1	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	B	17.4	38'	0.24	C	21.8	45'	0.26	C	25.4	51'
		NWB APPROACH		-	-	-	-	-	-	B	17.4	-	-	C	21.8	-	-	C	25.4	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.52	A	4.1	172'	0.58	A	3.9	229'	0.62	A	3.9	287'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	3.9	-	-	A	3.9	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.61	A	4.6	232'	0.65	A	4.4	299'	0.68	A	4.4	368'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.4	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.9**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	B	14.7	0'	0.02	C	17.9	0'	0.02	C	21.6	3'	0.02	C	24.9	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.2	0'	0.00	A	9.5	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	29.8	13'	0.26	E	49.6	25'	0.28	F	55.1	28'	0.30	F	58.8	28'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.10	C	19.7	8'	0.16	D	28.1	15'	0.18	D	30.3	15'	0.19	D	32.0	18'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.8	3'	0.03	A	9.3	3'	0.03	A	9.4	3'	0.03	A	9.5	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.4	0'	0.01	A	8.8	0'	0.01	A	8.9	0'	0.01	A	9.0	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.08	B	15.8	25'	0.09	B	16.5	26'	0.09	B	17.0	26'
		EB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	16.5	-	-	B	17.0	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.10	B	15.9	21'	0.10	B	16.5	21'	0.10	B	17.1	21'
		WB APPROACH		-	-	-	-	-	-	B	15.9	-	-	B	16.5	-	-	B	17.1	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.52	A	4.2	154'	0.53	A	4.2	165'	0.54	A	4.2	172'
		NB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.61	A	4.9	203'	0.62	A	4.8	214'	0.62	A	4.8	222'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.04	C	18.3	3'	0.05	C	24.5	5'	0.06	D	27.4	5'	0.07	D	29.7	5'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.4	0'	0.00	A	8.9	0'	0.00	A	9.1	0'	0.00	A	9.2	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.07	B	17.1	13'	0.07	B	18.8	14'	0.08	C	20.3	14'
		WB APPROACH		-	-	-	-	-	-	B	17.1	-	-	B	18.8	-	-	C	20.3	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.55	A	4.1	136'	0.57	A	4.0	154'	0.59	A	4.0	168'
			R	150	-	-	-	-	0.01	A	2.4	2'	0.01	A	2.2	2'	0.01	A	2.1	2'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	5.9	2'	0.00	A	6.0	1'	0.00	A	6.1	1'
			T	500+	-	-	-	-	0.69	A	5.0	208'	0.70	A	4.9	231'	0.71	A	4.8	250'
		SB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.9	-	-	A	4.8	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.6**	-	-	**A**	**4.5**	-
20/	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																		
21	SITE ACCESS DRIVEWAY	NWB	LR		-	-	-	-	-	-	-	-	0.03	B	10.6	3'	0.06	B	11.0	5'
		SWB	LT		-	-	-	-	-	-	-	-	0.01	A	7.8	0'	0.02	A	7.8	3'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.62	B	18.0	14'	0.71	B	19.4	19'
			R		-	-	-	-	-	-	-	-	0.10	B	15.9	80'	0.11	B	16.5	140'
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	17.7	-	-	B	19.1	-
		NB	T		-	-	-	-	-	-	-	-	0.72	A	8.0	306'	0.74	A	9.5	374'
			R		-	-	-	-	-	-	-	-	0.12	A	3.5	7'	0.19	A	3.5	8'
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	7.4	-	-	A	8.2	-
		SB	L		-	-	-	-	-	-	-	-	0.04	A	5.8	7'	0.08	A	6.8	12'
			T		-	-	-	-	-	-	-	-	0.65	A	4.4	251'	0.67	A	5.4	332'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	4.4	-	-	A	5.4	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**6.7**	-	-	**A**	**8.1**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	A	7.3	-	-	A	9.2	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	7.2	-	-	A	7.3	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	5.9	-	-	A	6.8	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**6.6**	-	-	**A**	**7.2**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.05	B	10.6	5'	0.06	B	11.2	5'	0.06	B	11.3	5'	0.07	B	11.4	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.8	44'	0.08	C	26.7	44'
			TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.1	#425	0.92	D	48.4	#427
		EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.3	-	-	D	46.6	-
	NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.82	D	48.3	#383	0.83	D	49.8	#388
			T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.5	#352	0.85	D	41.7	#351
			R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'	0.64	A	9.9	21'
		WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.2	-	-	C	33.8	-
	NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.12	C	26.3	36'	0.12	C	26.3	38'
			TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.97	E	73.0	#465	0.99	F	80.4	#477
		NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	68.3	-	-	E	74.8	-
		SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.69	C	25.1	137'	0.71	C	25.4	138'
			TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.41	C	25.3	179'	0.42	C	25.6	185'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.2	-	-	C	25.5	-
		OVERALL		-	-	**C**	**28.5**	-	-	**D**	**35.4**	-	-	**D**	**40.6**	-	-	**D**	**42.2**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.09	C	27.4	34'	0.08	C	27.8	34'
			TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	47.3	#470	0.92	D	49.4	#472
		EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	45.7	-	-	D	47.6	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.89	D	53.0	#317	0.90	E	55.5	#325
			T	220	-	-	-	-	0.83	D	37.7	#383	0.84	D	40.0	#382	0.85	D	41.7	#382
			R	95	-	-	-	-	0.63	A	8.9	27'	0.64	A	9.6	27'	0.65	B	10.1	27'
		WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	C	34.0	-	-	D	35.6	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.6	36'	0.11	C	24.9	37'
			TR	140	-	-	-	-	0.88	D	45.7	#431	0.89	D	49.8	#451	0.90	D	52.9	#466
		NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	47.2	-	-	D	50.1	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.63	C	23.5	132'	0.65	C	24.1	132'
			TR	125	-	-	-	-	0.38	C	22.9	171'	0.39	C	23.6	177'	0.40	C	24.2	183'
		SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	23.6	-	-	C	24.1	-
		OVERALL		-	-	-	-	-	-	**C**	**34.5**	-	-	**D**	**36.8**	-	-	**D**	**38.5**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.25	C	20.9	25'	0.26	C	21.7	25'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.1	0'	0.01	A	9.2	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

G.4

CAPACITY ANALYSIS (SYNCHRO)

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	324	128	0	602	307	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	377	149	0	700	357	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	526	0	0	700	358	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	50.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	324	128	0	602	307	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	377	149	0	700	357	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	526	0	1151	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	700	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1026	-	~ 262	625
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1026	-	~ 262	625
Mov Cap-2 Maneuver	-	-	-	-	~ 262	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	547	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	224.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1026	-	262
HCM Lane V/C Ratio	-	-	-	-	1.367
HCM Control Delay (s)	-	-	0	-	224.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	19.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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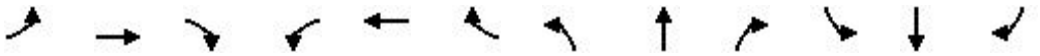

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	22	17	291	15	31	541	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.935			0.994			0.997	
Flt Protected		0.998			0.988			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1656	0	0	1731	0	0	1789	0
Flt Permitted		0.998			0.988			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1656	0	0	1731	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	26	20	338	17	36	569	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	54	0	0	375	0	0	617	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	22	17	291	15	31	541	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	26	20	338	17	36	569	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1054	1042	575	1082	1040	347	581	0	0	356	0	0
Stage 1	647	647	-	387	387	-	-	-	-	-	-	-
Stage 2	407	395	-	695	653	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	190	214	504	260	304	723	978	-	-	1186	-	-
Stage 1	439	446	-	702	673	-	-	-	-	-	-	-
Stage 2	601	586	-	519	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	199	504	196	283	723	978	-	-	1186	-	-
Mov Cap-2 Maneuver	166	199	-	196	283	-	-	-	-	-	-	-
Stage 1	428	426	-	684	656	-	-	-	-	-	-	-
Stage 2	552	571	-	402	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	17.3	0.5	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	-	-	397	347	1186	-	-
HCM Lane V/C Ratio	0.02	-	-	0.249	0.154	0.03	-	-
HCM Control Delay (s)	8.8	0	-	17	17.3	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	34	19	133	266	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.986	
Flt Protected	0.986			0.994		
Satd. Flow (prot)	1639	0	0	1763	1784	0
Flt Permitted	0.986			0.994		
Satd. Flow (perm)	1639	0	0	1763	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	41	23	162	324	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	0	185	362	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	34	19	133	266	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	41	23	162	324	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	552	343	362	0	-	0
Stage 1	343	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	537	713	1180	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	713	1180	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.1	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1180	-	646	-	-
HCM Lane V/C Ratio	0.02	-	0.091	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	142	428	113	175	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.972			
Flt Protected	0.971					0.993
Satd. Flow (prot)	1737	0	1801	0	0	1828
Flt Permitted	0.971					0.993
Satd. Flow (perm)	1737	0	1801	0	0	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	153	460	122	188	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	0	582	0	0	1365
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 127.2%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	156.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	142	428	113	175	1095
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	153	460	122	188	1177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2075	521	0	0	582	0
Stage 1	521	-	-	-	-	-
Stage 2	1554	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 187	642	-	-	992	-
Stage 1	796	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 85	642	-	-	992	-
Mov Cap-2 Maneuver	~ 85	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	~ 206	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 947.9	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	130	992	-
HCM Lane V/C Ratio	-	-	2.945	0.19	-
HCM Control Delay (s)	-	-	$ 947.9	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	35.6	0.7	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	107	616	355	480	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1697	0	1818	1575	0	1822
Flt Permitted	0.978					0.480
Satd. Flow (perm)	1697	0	1818	1575	0	895
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	115	662	382	516	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	662	382	0	1119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.7	65.3		44.7
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.67		0.53	0.24		1.83
Control Delay	27.6		7.8	0.4		397.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.8	0.4		397.8
LOS	C		A	A		F
Approach Delay	27.6		5.1			397.8
Approach LOS	C		A			F
Queue Length 50th (ft)	50		107	0		~456
Queue Length 95th (ft)	112		226	0		#759
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	437		1243	1575		611
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.49		0.53	0.24		1.83

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.3
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.83
Intersection Signal Delay: 192.1 Intersection LOS: F
Intersection Capacity Utilization 113.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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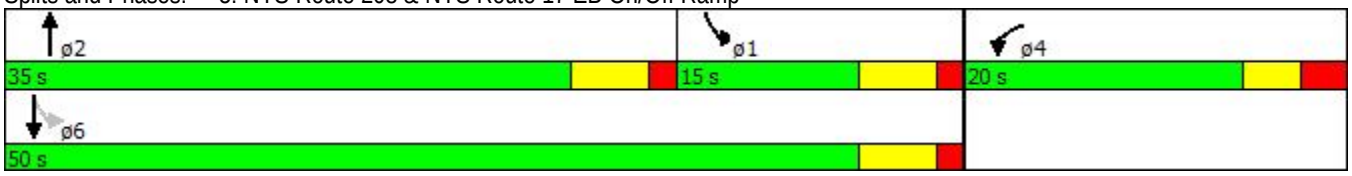
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	107	616	355	480	561
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1865
Adj Flow Rate, veh/h	97	0	662	0	516	603
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	109	25
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	28	33
Grp Volume(v), veh/h	98	0	662	0	1119	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.4	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.4	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.46	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.74	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.5	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		662			1119
Approach Delay, s/veh	30.7		17.5			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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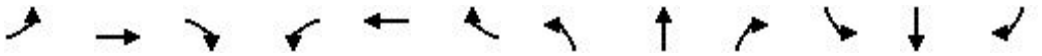

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	157	60	287	358	187	868	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.991			0.991	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1844	1607	0	1664	0
Flt Permitted		0.832			0.730			0.719			0.816	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1338	1607	0	1370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				183			416		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	183	70	334	416	217	1009	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	183	0	404	416	0	1263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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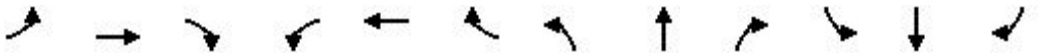

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		13.0			13.0	64.2		39.1	64.2		39.1	
Actuated g/C Ratio		0.20			0.20	1.00		0.61	1.00		0.61	
v/c Ratio		0.16			0.69	0.11		0.50	0.26		1.51	
Control Delay		14.0			36.8	0.1		10.7	0.4		254.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.7	0.4		254.5	
LOS		B			D	A		B	A		F	
Approach Delay		14.0			18.9			5.4			254.5	
Approach LOS		B			B			A			F	
Queue Length 50th (ft)		8			69	0		77	0		~719	
Queue Length 95th (ft)		30			122	0		163	0		#994	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		815	1607		836	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.11		0.50	0.26		1.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 133.1		Intersection LOS: F	
Intersection Capacity Utilization 107.1%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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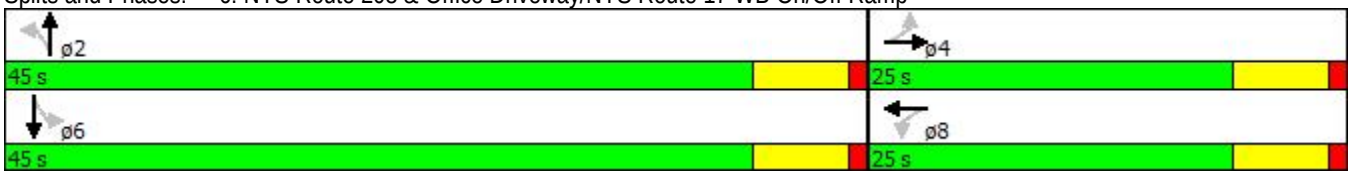
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	157	60	287	358	187	868	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1861	1891	1872	1807	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	334	0	217	1009	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	168	742	1039	232	851	31
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	151	1147	1607	250	1316	47
Grp Volume(v), veh/h	50	0	0	191	0	0	404	0	0	1263	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1298	0	1607	1614	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.2	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.8	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.17		1.00	0.17		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	953	0	1039	1167	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.42	0.00	0.00	1.08	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	953	0	1039	1167	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0	51.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	3.0	0.0	0.0	35.3	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	63.5	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			404			1263	
Approach Delay, s/veh		21.9			24.0			6.1			63.5	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	473	1175	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1692	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	509	1263	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	548	1272	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	5.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	473	1175	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	509	1263	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1272	0	-	0	1854	1268
Stage 1	-	-	-	-	1268	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	546	-	-	-	66	192
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	546	-	-	-	59	192
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	469	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	76
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	546	-	167	-	-
HCM Lane V/C Ratio	0.071	-	0.773	-	-
HCM Control Delay (s)	12.1	0	76	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	469	1148	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	504	1234	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	518	1239	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	469	1148	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	504	1234	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1769	1237	1240	0	-	0
Stage 1	1237	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	92	215	562	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	215	562	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	39.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	562	-	156	-	-
HCM Lane V/C Ratio	0.025	-	0.338	-	-
HCM Control Delay (s)	11.6	0	39.4	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	470	1088	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1766	0
Flt Permitted	0.961					
Satd. Flow (perm)	1667	0	0	1758	1766	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	511	1183	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	516	1422	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	20.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	470	1088	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	511	1183	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1824	1302	1422	0	-	0
Stage 1	1302	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 69	183	479	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 68	183	479	-	-	-
Mov Cap-2 Maneuver	~ 68	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 369.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	479	-	78	-	-
HCM Lane V/C Ratio	0.011	-	1.491	-	-
HCM Control Delay (s)	12.6	0	$ 369.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	9.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	550	1307	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	591	1405	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	593	1406	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	550	1307	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	591	1405	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2002	1406	1406	0	-	0
Stage 1	1406	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	164	485	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	164	485	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	485	-	164	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	12.5	0	27.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	438	21	18	1020	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1751	0	0	1761	0
Flt Permitted		0.986			0.960			0.932			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1635	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	461	22	19	1074	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	506	0	0	1144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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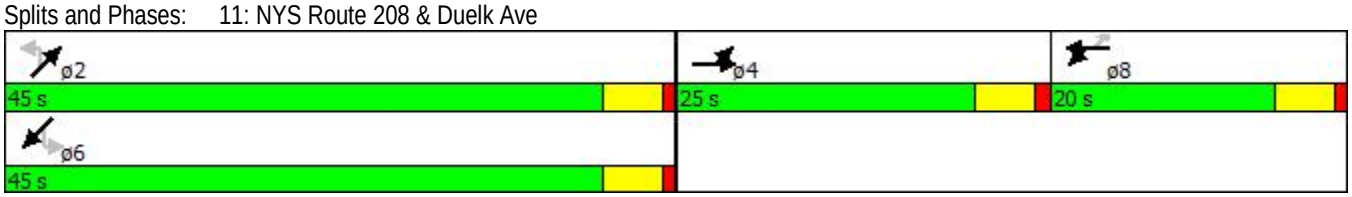
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.2			8.9	8.9		44.9			44.9	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.39			0.41	0.09		0.48			1.01	
Control Delay		20.2			33.5	0.7		11.4			49.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		11.4			49.5	
LOS		C			C	A		B			D	
Approach Delay		20.2			27.0			11.4			49.5	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)		11			40	0		118			~585	
Queue Length 95th (ft)		51			87	0		246			#929	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1062			1134	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.48			1.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 69.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 36.3		Intersection LOS: D	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	438	21	18	1020	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1825	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	461	22	19	1074	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	78	997	46	65	1070	50
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	31	1597	74	12	1715	81
Grp Volume(v), veh/h	83	0	0	101	0	25	506	0	0	1144	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1702	0	0	1808	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	16.1	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	9.3	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.04	0.02		0.04
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1121	0	0	1185	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.45	0.00	0.00	0.97	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1121	0	0	1185	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.3	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.3	0.0	0.0	19.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	5.0	0.0	0.0	26.3	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.6	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	C			C		C	A			C		
Approach Vol, veh/h		83			126			506			1144	
Approach Delay, s/veh		34.2			33.5			7.6			31.3	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	476	1062	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1758	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	506	1130	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	515	1136	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	476	1062	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	506	1130	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1656	1133	1136	0	-	0
Stage 1	1133	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	85	229	538	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	229	538	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	36.2	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	538	-	151	-	-
HCM Lane V/C Ratio	0.016	-	0.24	-	-
HCM Control Delay (s)	11.8	0	36.2	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	484	2	2	1059
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	515	2	2	1127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	517	0	0	1129
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	484	2	2	1059
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	515	2	2	1127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1647	516	0	0	517	0
Stage 1	516	-	-	-	-	-
Stage 2	1131	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	144	586	-	-	1054	-
Stage 1	655	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	586	-	-	1054	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	28.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	164	1054	-
HCM Lane V/C Ratio	-	-	0.078	0.002	-
HCM Control Delay (s)	-	-	28.8	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	486	1060	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	512	1116	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	512	1118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	486	1060	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	512	1116	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1629	1117	1118	0	-	0
Stage 1	1117	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	94	239	632	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	239	632	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	632	-	239	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	20.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	480	5	7	1049
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1761	0	0	1762
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1761	0	0	1762
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	545	6	8	1192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	551	0	0	1200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	480	5	7	1049
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	545	6	8	1192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1756	548	0	0	551	0
Stage 1	548	-	-	-	-	-
Stage 2	1208	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	110	555	-	-	842	-
Stage 1	603	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	555	-	-	842	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	25.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	217	842	-
HCM Lane V/C Ratio	-	-	0.183	0.009	-
HCM Control Delay (s)	-	-	25.3	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	492	10	3	1029	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	529	11	3	1106	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	541	0	0	1112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	492	10	3	1029	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	529	11	3	1106	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1660	1657	1108	1653	1653	534	1110	0	0	540	0	0
Stage 1	1115	1115	-	537	537	-	-	-	-	-	-	-
Stage 2	545	542	-	1116	1116	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	86	108	265	104	130	547	374	-	-	1034	-	-
Stage 1	270	303	-	579	574	-	-	-	-	-	-	-
Stage 2	541	538	-	305	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	107	265	102	128	547	374	-	-	1034	-	-
Mov Cap-2 Maneuver	83	107	-	102	128	-	-	-	-	-	-	-
Stage 1	269	301	-	577	572	-	-	-	-	-	-	-
Stage 2	523	536	-	300	339	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	47.2	39.3	0	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	374	-	-	147	96	1034	-	-
HCM Lane V/C Ratio	0.003	-	-	0.293	0.112	0.003	-	-
HCM Control Delay (s)	14.7	0	-	39.3	47.2	8.5	0	-
HCM Lane LOS	B	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	513	2	2	1033
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1818	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1818	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	558	2	2	1123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	560	0	0	1125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	513	2	2	1033
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	558	2	2	1123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1686	559	0	0	560	0
Stage 1	559	-	-	-	-	-
Stage 2	1127	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	138	556	-	-	1016	-
Stage 1	631	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	556	-	-	1016	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	220	1016	-
HCM Lane V/C Ratio	-	-	0.02	0.002	-
HCM Control Delay (s)	-	-	21.7	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	439	17	5	815	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	467	18	5	867	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	525	0	0	966	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	439	17	5	815	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	467	18	5	867	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1483	1490	914	1490	1528	476	961	0	0	485	0	0
Stage 1	924	924	-	557	557	-	-	-	-	-	-	-
Stage 2	559	566	-	933	971	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	96	114	324	111	128	599	720	-	-	1083	-	-
Stage 1	308	332	-	533	530	-	-	-	-	-	-	-
Stage 2	500	493	-	338	351	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	104	324	97	117	599	720	-	-	1083	-	-
Mov Cap-2 Maneuver	89	104	-	97	117	-	-	-	-	-	-	-
Stage 1	285	329	-	492	490	-	-	-	-	-	-	-
Stage 2	459	456	-	317	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.9	31.9	0.8	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	145	140	1083	-	-
HCM Lane V/C Ratio	0.056	-	-	0.198	0.046	0.005	-	-
HCM Control Delay (s)	10.3	0	-	35.9	31.9	8.3	0	-
HCM Lane LOS	B	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	459	28	16	1094
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	494	30	17	1176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	494	30	17	1176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	459	28	16	1094
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	494	30	17	1176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1705	494	0	0	494	0
Stage 1	494	-	-	-	-	-
Stage 2	1211	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	133	571	-	-	983	-
Stage 1	645	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	571	-	-	983	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	189	983	-
HCM Lane V/C Ratio	-	-	0.228	0.018	-
HCM Control Delay (s)	-	-	29.6	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	33	135	9	9	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.992			
Flt Protected	0.983					0.998
Satd. Flow (prot)	1668	0	1762	0	0	1807
Flt Permitted	0.983					0.998
Satd. Flow (perm)	1668	0	1762	0	0	1807
Link Speed (mph)	30		30			30
Link Distance (ft)	335		339			993
Travel Time (s)	7.6		7.7			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	21	40	165	11	11	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	176	0	0	366
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	33	135	9	9	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	21	40	165	11	11	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	547	170	0	0	176	0
Stage 1	170	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	874	-	-	1400	-
Stage 1	860	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	493	874	-	-	1400	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	692	1400	-
HCM Lane V/C Ratio	-	-	0.088	0.008	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	33	431	62	144	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.241	
Satd. Flow (perm)	1770	1583	1845	1599	434	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38		72		
Link Speed (mph)	30		45			45
Link Distance (ft)	304		386			287
Travel Time (s)	6.9		5.8			4.3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	291	38	501	72	167	914
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	38	501	72	167	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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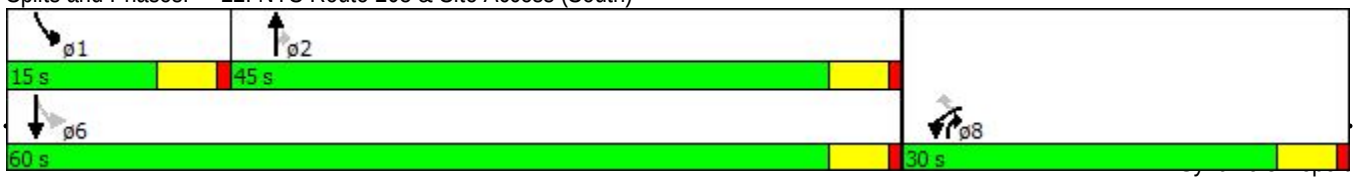
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	30.0	30.0	45.0	30.0	15.0	60.0
Total Split (%)	33.3%	33.3%	50.0%	33.3%	16.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	15.9	15.9	24.4	45.8	37.6	37.6
Actuated g/C Ratio	0.25	0.25	0.38	0.71	0.58	0.58
v/c Ratio	0.67	0.09	0.72	0.06	0.41	0.86
Control Delay	32.3	9.0	23.7	0.8	9.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	9.0	23.7	0.8	9.8	21.4
LOS	C	A	C	A	A	C
Approach Delay	29.6		20.8			19.6
Approach LOS	C		C			B
Queue Length 50th (ft)	99	0	154	0	25	251
Queue Length 95th (ft)	213	21	293	7	62	505
Internal Link Dist (ft)	224		306			207
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	748	691	1248	1414	469	1529
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.05	0.40	0.05	0.36	0.60

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	250	33	431	62	144	786
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	291	38	501	72	167	914
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	378	337	714	960	443	1063
Arrive On Green	0.21	0.21	0.39	0.39	0.09	0.58
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	291	38	501	72	167	914
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	7.5	0.9	11.1	0.9	2.4	20.4
Cycle Q Clear(g_c), s	7.5	0.9	11.1	0.9	2.4	20.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	378	337	714	960	443	1063
V/C Ratio(X)	0.77	0.11	0.70	0.08	0.38	0.86
Avail Cap(c_a), veh/h	910	813	1515	1654	645	2063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	15.5	12.6	4.1	8.4	8.5
Incr Delay (d2), s/veh	1.3	0.1	0.5	0.0	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.4	5.7	0.6	1.2	10.1
LnGrp Delay(d),s/veh	19.3	15.5	13.0	4.1	8.6	9.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	329		573			1081
Approach Delay, s/veh	18.9		11.9			9.2
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	23.9				33.3		15.4
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	40.0				55.0		25.0
Max Q Clear Time (g_c+I1), s	4.4	13.1				22.4		9.5
Green Ext Time (p_c), s	0.2	5.7				5.9		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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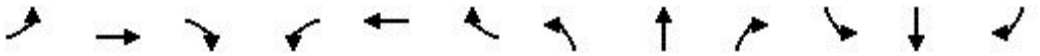

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	142	5	7	262	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1760	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1760	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	175	6	9	323	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	0	0	332	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	142	5	7	262	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	175	6	9	323	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	181	0	0	519	519	178	529	522	323
Stage 1	-	-	-	-	-	-	178	178	-	341	341	-
Stage 2	-	-	-	-	-	-	341	341	-	188	181	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1220	-	-	1376	-	-	490	484	866	442	442	705
Stage 1	-	-	-	-	-	-	833	761	-	655	621	-
Stage 2	-	-	-	-	-	-	693	658	-	798	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1376	-	-	486	480	866	429	438	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	480	-	429	438	-
Stage 1	-	-	-	-	-	-	833	761	-	655	616	-
Stage 2	-	-	-	-	-	-	686	653	-	780	737	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.2	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1220	-	-	1376	-	-	533
HCM Lane V/C Ratio	0.109	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12.2	0	-	-	7.6	0	-	11.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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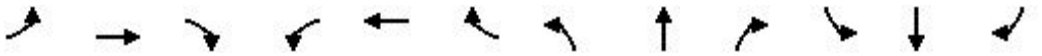

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	268	458	107	69	101	144	104	98	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.912			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1682	0	1604	1749	1538	1645	1533	0	1678	1609	0
Flt Permitted	0.481			0.237			0.515			0.345		
Satd. Flow (perm)	765	1682	0	397	1749	1462	874	1533	0	602	1609	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	291	498	116	75	110	157	113	107	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	291	498	116	75	267	0	113	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.4	23.4		32.1	32.1	41.4	27.1	20.9		33.7	26.0	
Actuated g/C Ratio	0.26	0.26		0.36	0.36	0.47	0.30	0.23		0.38	0.29	
v/c Ratio	0.22	0.82		0.83	0.79	0.16	0.23	0.74		0.33	0.54	
Control Delay	28.6	45.9		46.6	37.5	3.3	21.4	48.0		22.1	27.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.6	45.9		46.6	37.5	3.3	21.4	48.0		22.1	27.4	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		43.5			36.0			42.1			25.9	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	26	186		131	255	5	26	137		39	100	
Queue Length 95th (ft)	61	315		#299	436	23	65	#311		92	221	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	458	867		349	797	913	392	359		483	596	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.83	0.62	0.13	0.19	0.74		0.23	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 71.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	268	458	107	69	101	144	104	98	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	291	498	116	75	110	157	113	107	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	327	361	61	397	570	598	271	140	200	291	154	242
Arrive On Green	0.13	0.27	0.27	0.17	0.31	0.31	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1638	1342	226	1723	1810	1514	1706	659	940	1741	633	994
Grp Volume(v), veh/h	61	0	368	291	498	116	75	0	267	113	0	275
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1599	1741	0	1628
Q Serve(g_s), s	0.0	0.0	16.9	11.1	19.6	1.7	2.6	0.0	11.9	3.7	0.0	11.6
Cycle Q Clear(g_c), s	0.0	0.0	16.9	11.1	19.6	1.7	2.6	0.0	11.9	3.7	0.0	11.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.61
Lane Grp Cap(c), veh/h	327	0	421	397	570	598	271	0	339	291	0	396
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.28	0.00	0.79	0.39	0.00	0.70
Avail Cap(c_a), veh/h	550	0	935	438	959	924	415	0	424	615	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	26.4	24.2	24.4	4.7	22.2	0.0	28.1	21.3	0.0	26.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	4.6	2.4	0.1	0.2	0.0	5.9	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.5	5.8	10.2	1.0	1.2	0.0	5.8	1.8	0.0	5.3
LnGrp Delay(d),s/veh	28.4	0.0	28.6	28.8	26.9	4.8	22.4	0.0	34.0	21.6	0.0	26.8
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			905			342			388	
Approach Delay, s/veh		28.6			24.7			31.5			25.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	25.3	8.6	23.3	14.7	28.7	11.0	21.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.1	18.9	4.6	13.6	2.0	21.6	5.7	13.9
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	481	831	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994					
Satd. Flow (prot)	1858	0	0	1775	1757	0
Flt Permitted	0.994					
Satd. Flow (perm)	1858	0	0	1775	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			287	114	
Travel Time (s)	1.8			3.6	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	512	884	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	517	885	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	481	831	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	512	884	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1407	885	885	0	-	0
Stage 1	885	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	142	337	769	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	337	769	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	769	-	290	-	-
HCM Lane V/C Ratio	0.007	-	0.411	-	-
HCM Control Delay (s)	9.7	0	25.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	107	616	355	480	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1697	0	1818	1575	0	1822
Flt Permitted	0.978					0.480
Satd. Flow (perm)	1697	0	1818	1575	0	895
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	115	662	382	516	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	662	382	0	1119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.7	65.3		44.7
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.67		0.53	0.24		1.83
Control Delay	27.6		7.8	0.4		397.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.8	0.4		397.8
LOS	C		A	A		F
Approach Delay	27.6		5.1			397.8
Approach LOS	C		A			F
Queue Length 50th (ft)	50		107	0		~456
Queue Length 95th (ft)	112		226	0		#759
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	437		1243	1575		611
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.49		0.53	0.24		1.83

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.3
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.83
Intersection Signal Delay: 192.1 Intersection LOS: F
Intersection Capacity Utilization 113.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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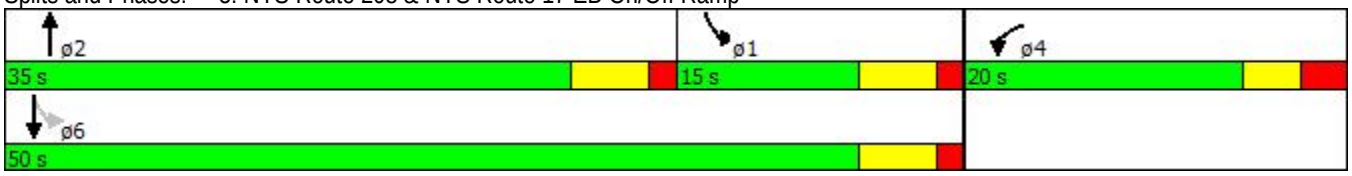
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	107	616	355	480	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1696		1818	1575		1822
Flt Permitted	0.98		1.00	1.00		0.48
Satd. Flow (perm)	1696		1818	1575		894
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	115	662	382	516	603
RTOR Reduction (vph)	66	0	0	0	0	0
Lane Group Flow (vph)	146	0	662	382	0	1119
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.6		44.6	65.2		44.6
Effective Green, g (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	249		1243	1575		611
v/s Ratio Prot	c0.09		0.36			
v/s Ratio Perm				0.24		c1.25
v/c Ratio	0.59		0.53	0.24		1.83
Uniform Delay, d1	26.0		5.1	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.3		1.6	0.4		380.5
Delay (s)	28.2		6.8	0.4		390.8
Level of Service	C		A	A		F
Approach Delay (s)	28.2		4.4			390.8
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	188.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	113.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	680	385	1	396	239	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1700	0	0	1758	1800	0
Flt Permitted					0.953	
Satd. Flow (perm)	1700	0	0	1758	1800	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	723	410	1	421	254	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1133	0	0	422	255	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	25.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	680	385	1	396	239	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	723	410	1	421	254	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1133	0	1351	928
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	617	-	~ 208	351
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	617	-	~ 208	351
Mov Cap-2 Maneuver	-	-	-	-	~ 208	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	708	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	183.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	617	-	208
HCM Lane V/C Ratio	-	-	0.002	-	1.227
HCM Control Delay (s)	-	-	10.8	0	183.9
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	13.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	16	84	582	5	23	357	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.912			0.999			0.997	
Flt Protected		0.993						0.994			0.997	
Satd. Flow (prot)	0	1706	0	0	1683	0	0	1770	0	0	1826	0
Flt Permitted		0.993						0.994			0.997	
Satd. Flow (perm)	0	1706	0	0	1683	0	0	1770	0	0	1826	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	17	91	633	5	25	384	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	26	0	0	729	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	16	84	582	5	23	357	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	17	91	633	5	25	384	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1269	1259	388	1282	1261	635	393	0	0	638	0	0
Stage 1	438	438	-	818	818	-	-	-	-	-	-	-
Stage 2	831	821	-	464	443	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	159	653	203	241	523	1166	-	-	946	-	-
Stage 1	583	565	-	464	489	-	-	-	-	-	-	-
Stage 2	347	371	-	658	651	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	135	653	152	205	523	1166	-	-	946	-	-
Mov Cap-2 Maneuver	112	135	-	152	205	-	-	-	-	-	-	-
Stage 1	512	546	-	408	430	-	-	-	-	-	-	-
Stage 2	289	326	-	582	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	16.3	1	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1166	-	-	227	345	946	-	-
HCM Lane V/C Ratio	0.078	-	-	0.263	0.076	0.026	-	-
HCM Control Delay (s)	8.3	0	-	26.4	16.3	8.9	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.2	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	30	35	333	208	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926				0.991	
Flt Protected	0.978			0.995		
Satd. Flow (prot)	1712	0	0	1816	1846	0
Flt Permitted	0.978			0.995		
Satd. Flow (perm)	1712	0	0	1816	1846	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	33	38	362	226	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	400	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	30	35	333	208	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	33	38	362	226	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	673	235	243	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	820	1323	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	820	1323	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1323	-	599	-	-
HCM Lane V/C Ratio	0.029	-	0.1	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	257	1209	227	203	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914		0.979			
Flt Protected	0.982					0.989
Satd. Flow (prot)	1697	0	1812	0	0	1811
Flt Permitted	0.982					0.989
Satd. Flow (perm)	1697	0	1812	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	279	1314	247	221	735
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	1561	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 158.0%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	846.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	257	1209	227	203	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	279	1314	247	221	735

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2614	1438	0	0	1561	0
Stage 1	1438	-	-	-	-	-
Stage 2	1176	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 114	~ 243	-	-	423	-
Stage 1	486	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	~ 243	-	-	423	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	~ 66	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 5723.4	0	5.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	33	423	-
HCM Lane V/C Ratio	-	-	13.208	0.522	-
HCM Control Delay (s)	-	-	$ 5723.4	22.4	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	53.4	2.9	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	176	869	229	311	858
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975					0.987
Satd. Flow (prot)	1705	0	1853	1575	0	1857
Flt Permitted	0.975					0.334
Satd. Flow (perm)	1705	0	1853	1575	0	628
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	63			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	183	905	239	324	894
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	905	239	0	1218
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.93		0.77	0.15		3.04
Control Delay	56.8		14.6	0.2		940.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	56.8		14.6	0.2		940.1
LOS	E		B	A		F
Approach Delay	56.8		11.6			940.1
Approach LOS	E		B			F
Queue Length 50th (ft)	133		240	0		~780
Queue Length 95th (ft)	#290		397	0		#1015
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	404		1181	1575		400
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.92		0.77	0.15		3.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.8			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 3.04			
Intersection Signal Delay: 431.4		Intersection LOS: F	
Intersection Capacity Utilization 142.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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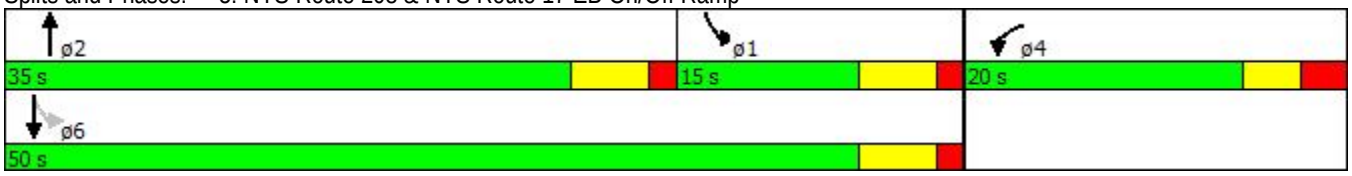
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	176	869	229	311	858
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	905	0	324	894
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	83	68
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	17	98
Grp Volume(v), veh/h	190	0	905	0	1218	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	114	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.27	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	48.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	26.4	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	65.5	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		905			1218
Approach Delay, s/veh	29.2		65.5			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	566	49	591	411	122	671	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.996			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1652	0
Flt Permitted		0.228			0.589			0.886			0.504	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1645	1607	0	839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				332			430		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	658	57	687	478	142	780	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	658	0	744	478	0	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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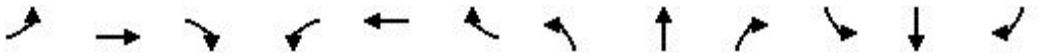

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		1.36			1.70	0.41		0.81	0.30		2.04	
Control Delay		217.4			350.9	0.8		21.8	0.5		492.4	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	0.8		21.8	0.5		492.4	
LOS		F			F	A		C	A		F	
Approach Delay		217.4			153.5			13.5			492.4	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)		~100			~329	0		236	0		~469	
Queue Length 95th (ft)		#212			#474	0		#361	0		#639	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		916	1607		469	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.41		0.81	0.30		2.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.04			
Intersection Signal Delay: 200.2		Intersection LOS: F	
Intersection Capacity Utilization 132.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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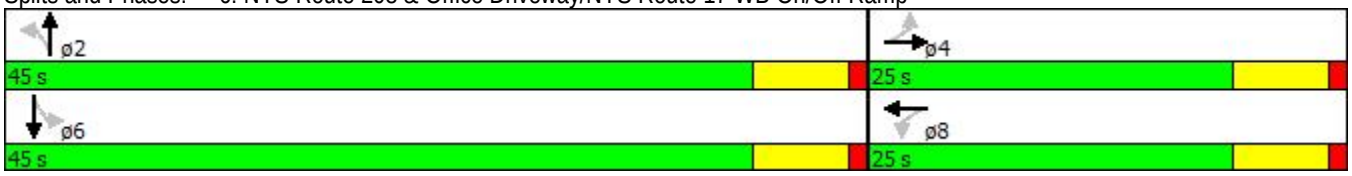
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	566	49	591	411	122	671	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	687	0	142	780	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	97	834	895	154	651	27
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	75	1497	1607	170	1169	48
Grp Volume(v), veh/h	213	0	0	509	0	0	744	0	0	955	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1572	0	1607	1386	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	24.0	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.08		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	976	0	895	871	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.76	0.00	0.00	1.10	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	976	0	895	871	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	11.5	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	5.6	0.0	0.0	60.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	11.4	0.0	0.0	30.8	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	17.2	0.0	0.0	77.3	0.0	0.0
LnGrp LOS	C			F			B			F		
Approach Vol, veh/h		213			509			744			955	
Approach Delay, s/veh		21.0			91.5			17.2			77.3	
Approach LOS		C			F			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.9
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1503	792	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1679	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1679	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	852	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1725	861	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	140.2%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1503	792	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1616	852	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	860	0	-	0	2689	856
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	1833	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	781	-	-	-	18	341
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	114	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	781	-	-	-	18	341
Mov Cap-2 Maneuver	-	-	-	-	18	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	114	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	84.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	781	-	90	-	-
HCM Lane V/C Ratio	0.139	-	0.538	-	-
HCM Control Delay (s)	10.4	0	84.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	2.4	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1341	782	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1757	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1458	850	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1495	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	107.9%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1341	782	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1458	850	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2386	854	859	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1532	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	38	358	782	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	29	358	782	-	-	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	148	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	56.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	782	-	96	-	-
HCM Lane V/C Ratio	0.047	-	0.283	-	-
HCM Control Delay (s)	9.8	0	56.7	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1180	766	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1770	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1283	833	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1301	900	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	420.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1180	766	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1283	833	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2186	866	900	0	-	0
Stage 1	866	-	-	-	-	-
Stage 2	1320	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 39	336	755	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	~ 216	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	336	755	-	-	-
Mov Cap-2 Maneuver	~ 36	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	~ 198	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 3327.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	755	-	40	-	-
HCM Lane V/C Ratio	0.024	-	7.962	-	-
HCM Control Delay (s)	9.9	$	3327.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	38	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1435	827	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1511	871	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1516	872	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1435	827	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1511	871	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2392	871	872	0	-	0
Stage 1	871	-	-	-	-	-
Stage 2	1521	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	33	342	773	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	32	342	773	-	-	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	176	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	68.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	773	-	59	-	-
HCM Lane V/C Ratio	0.007	-	0.036	-	-
HCM Control Delay (s)	9.7	0	68.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1196	120	30	712	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1749	0
Flt Permitted		0.977			0.963			0.971			0.909	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1706	0	0	1593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1286	129	32	766	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1449	0	0	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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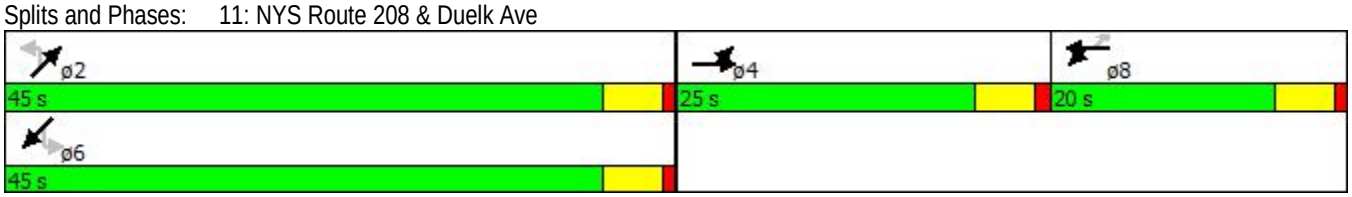
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.3			7.7	7.7		44.7			44.7	
Actuated g/C Ratio		0.09			0.11	0.11		0.66			0.66	
v/c Ratio		0.36			0.30	0.08		1.29			0.79	
Control Delay		24.0			32.2	0.6		157.4			20.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		157.4			20.8	
LOS		C			C	A		F			C	
Approach Delay		24.0			24.4			157.4			20.8	
Approach LOS		C			C			F			C	
Queue Length 50th (ft)		16			26	0		~864			269	
Queue Length 95th (ft)		52			63	0		#1220			#597	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1124			1049	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.29			0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 102.2		Intersection LOS: F	
Intersection Capacity Utilization 101.3%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1196	120	30	712	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1286	129	32	766	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	72	1022	101	79	1024	38
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	21	1597	158	30	1599	59
Grp Volume(v), veh/h	72	0	0	67	0	22	1449	0	0	827	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1776	0	0	1689	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	18.9	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1195	0	0	1141	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.21	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1195	0	0	1141	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.0	0.0	0.0	7.5	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	103.4	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	54.6	0.0	0.0	10.5	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	115.4	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		72			89			1449			827	
Approach Delay, s/veh		32.7			31.8			115.4			11.5	
Approach LOS		C			C			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	74.7
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1217	736	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1281	775	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1314	791	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1217	736	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1281	775	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2129	783	791	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	1346	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	43	377	829	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	377	829	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	180	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	61.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	829	-	108	-	-
HCM Lane V/C Ratio	0.039	-	0.429	-	-
HCM Control Delay (s)	9.5	0	61.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1211	18	1	739
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1275	19	1	778
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1294	0	0	779
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1211	18	1	739
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1275	19	1	778

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2064	1284	0	0	1294	0
Stage 1	1284	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	85	224	-	-	536	-
Stage 1	322	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	224	-	-	536	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	52.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	89	536	-
HCM Lane V/C Ratio	-	-	0.154	0.002	-
HCM Control Delay (s)	-	-	52.7	11.7	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1210	737	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1301	792	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1303	795	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1210	737	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1301	792	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2099	794	796	0	-	0
Stage 1	794	-	-	-	-	-
Stage 2	1305	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	46	374	835	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	374	835	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	52.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	835	-	82	-	-
HCM Lane V/C Ratio	0.003	-	0.079	-	-
HCM Control Delay (s)	9.3	0	52.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1196	17	20	731
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1638	0	1763	0	0	1749
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1286	18	22	786
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1304	0	0	808
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1196	17	20	731
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1286	18	22	786

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2124	1295	0	0	1304	0
Stage 1	1295	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	70	213	-	-	531	-
Stage 1	296	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	213	-	-	531	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	435	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	46.5	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	114	531	-
HCM Lane V/C Ratio	-	-	0.245	0.04	-
HCM Control Delay (s)	-	-	46.5	12.1	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1170	36	33	730	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1258	39	35	785	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1302	0	0	837	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	4.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1170	36	33	730	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1258	39	35	785	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2155	2173	794	2162	2161	1277	802	0	0	1297	0	0
Stage 1	865	865	-	1288	1288	-	-	-	-	-	-	-
Stage 2	1290	1308	-	874	873	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	53	397	49	68	226	822	-	-	534	-	-
Stage 1	366	389	-	250	291	-	-	-	-	-	-	-
Stage 2	216	247	-	398	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	46	397	42	59	226	822	-	-	534	-	-
Mov Cap-2 Maneuver	34	46	-	42	59	-	-	-	-	-	-	-
Stage 1	358	343	-	245	285	-	-	-	-	-	-	-
Stage 2	207	242	-	334	374	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	128.1	155.5	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	822	-	-	47	63	534	-	-
HCM Lane V/C Ratio	0.007	-	-	0.572	0.614	0.066	-	-
HCM Control Delay (s)	9.4	0	-	155.5	128.1	12.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.2	2.6	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1209	1	2	777
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1314	1	2	845
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1315	0	0	847
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1209	1	2	777
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1314	1	2	845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2164	1315	0	0	1315	0
Stage 1	1315	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	74	215	-	-	526	-
Stage 1	313	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	215	-	-	526	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	33.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	130	526	-
HCM Lane V/C Ratio	-	-	0.025	0.004	-
HCM Control Delay (s)	-	-	33.4	11.9	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1009	48	12	591	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.965			0.978			0.999			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1160	55	14	679	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1252	0	0	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	1009	48	12	591	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1160	55	14	679	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2008	2015	698	1991	2006	1187	717	0	0	1215	0	0
Stage 1	726	726	-	1261	1261	-	-	-	-	-	-	-
Stage 2	1282	1289	-	730	745	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	52	432	51	66	237	884	-	-	574	-	-
Stage 1	399	413	-	224	259	-	-	-	-	-	-	-
Stage 2	189	218	-	431	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	43	432	41	55	237	884	-	-	574	-	-
Mov Cap-2 Maneuver	28	43	-	41	55	-	-	-	-	-	-	-
Stage 1	347	396	-	195	225	-	-	-	-	-	-	-
Stage 2	136	189	-	404	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 307.4	204.5	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	35	74	574	-	-
HCM Lane V/C Ratio	0.042	-	-	0.952	1.01	0.024	-	-
HCM Control Delay (s)	9.2	0	-	$ 307.4	204.5	11.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.4	5.3	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1201	7	2	797
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1305	8	2	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1305	8	2	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1201	7	2	797
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1305	8	2	866

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2176	1305	0	0	1305	0
Stage 1	1305	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	73	207	-	-	475	-
Stage 1	311	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	207	-	-	475	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	113	475	-
HCM Lane V/C Ratio	-	-	0.106	0.005	-
HCM Control Delay (s)	-	-	40.6	12.6	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	21	955	39	39	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.995			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1668	0	1816	0	0	1857
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1668	0	1816	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	23	1038	42	42	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	1080	0	0	626
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	11	21	955	39	39	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	23	1038	42	42	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1727	1059	0	0	1080	0
Stage 1	1059	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	97	273	-	-	646	-
Stage 1	333	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	273	-	-	646	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.1	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	158	646	-
HCM Lane V/C Ratio	-	-	0.22	0.066	-
HCM Control Delay (s)	-	-	34.1	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	158	156	937	274	39	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.085	
Satd. Flow (perm)	1770	1583	1845	1599	153	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		166		291		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	168	166	997	291	41	662
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	166	997	291	41	662
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	20.0	20.0	60.0	20.0	10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%	22.2%	11.1%	77.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	11.8	11.8	42.2	63.0	46.9	46.9
Actuated g/C Ratio	0.17	0.17	0.60	0.90	0.67	0.67
v/c Ratio	0.57	0.41	0.90	0.20	0.18	0.55
Control Delay	40.2	9.5	26.0	0.5	5.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	9.5	26.0	0.5	5.3	7.4
LOS	D	A	C	A	A	A
Approach Delay	25.0		20.2			7.3
Approach LOS	C		C			A
Queue Length 50th (ft)	85	0	414	0	5	127
Queue Length 95th (ft)	155	53	#752	9	14	206
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	433	512	1427	1470	229	1523
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.32	0.70	0.20	0.18	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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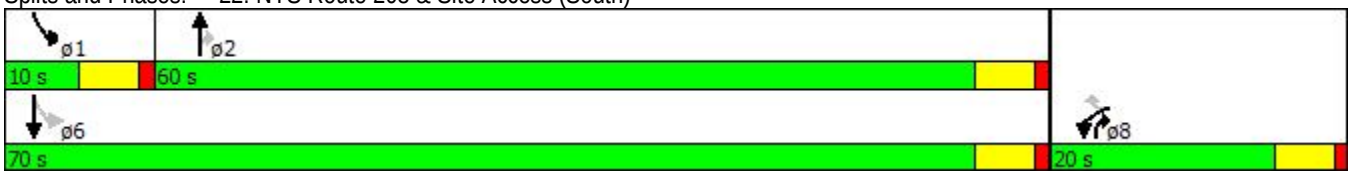
Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	158	156	937	274	39	622
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	168	166	997	291	41	662
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	246	219	1117	1190	234	1298
Arrive On Green	0.14	0.14	0.61	0.61	0.04	0.72
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	168	166	997	291	41	662
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	6.2	7.0	32.1	3.9	0.5	11.3
Cycle Q Clear(g_c), s	6.2	7.0	32.1	3.9	0.5	11.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	246	219	1117	1190	234	1298
V/C Ratio(X)	0.68	0.76	0.89	0.24	0.17	0.51
Avail Cap(c_a), veh/h	384	343	1465	1491	293	1698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	28.7	11.7	2.8	13.1	4.4
Incr Delay (d2), s/veh	1.3	2.0	5.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	17.6	2.7	0.4	5.6
LnGrp Delay(d),s/veh	29.7	30.7	16.7	2.8	13.2	4.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	334		1288			703
Approach Delay, s/veh	30.2		13.6			5.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.7	46.9				54.7		14.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	2.5	34.1				13.3		9.0
Green Ext Time (p_c), s	0.0	7.8				9.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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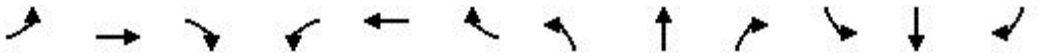

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	338	20	18	211	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	367	22	20	229	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	249	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	338	20	18	211	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	367	22	20	229	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	389	0	0	646	646	378	653	657	229
Stage 1	-	-	-	-	-	-	378	378	-	268	268	-
Stage 2	-	-	-	-	-	-	268	268	-	385	389	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1339	-	-	1170	-	-	413	419	683	367	371	805
Stage 1	-	-	-	-	-	-	671	642	-	727	677	-
Stage 2	-	-	-	-	-	-	760	708	-	625	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1170	-	-	407	411	683	354	364	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	411	-	354	364	-
Stage 1	-	-	-	-	-	-	671	642	-	727	663	-
Stage 2	-	-	-	-	-	-	745	694	-	613	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	12.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1339	-	-	1170	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.5	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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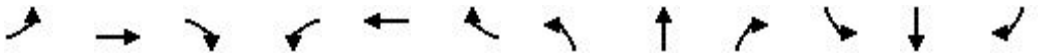

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	38	266	345	151	33	151	309	182	146	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.899			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1694	0	1604	1749	1538	1645	1508	0	1678	1719	0
Flt Permitted	0.539			0.240			0.616			0.144		
Satd. Flow (perm)	855	1694	0	402	1749	1467	1046	1508	0	254	1719	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				164					20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	41	289	375	164	36	164	336	198	159	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	371	0	289	375	164	36	500	0	198	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.7	23.7		33.7	33.7	48.1	25.4	20.4		39.9	34.0	
Actuated g/C Ratio	0.25	0.25		0.35	0.35	0.50	0.26	0.21		0.42	0.35	
v/c Ratio	0.16	0.88		0.82	0.61	0.20	0.12	1.56		0.62	0.37	
Control Delay	32.2	57.7		47.8	34.0	1.8	21.2	296.6		30.3	26.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	57.7		47.8	34.0	1.8	21.2	296.6		30.3	26.4	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.0			32.4			278.1			28.2	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	22	223		170	230	0	14	~477		87	109	
Queue Length 95th (ft)	54	#399		#285	325	17	35	#725		154	187	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	310	508		396	728	914	397	320		408	622	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.73		0.73	0.52	0.18	0.09	1.56		0.49	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.56
Intersection Signal Delay: 95.5 Intersection LOS: F
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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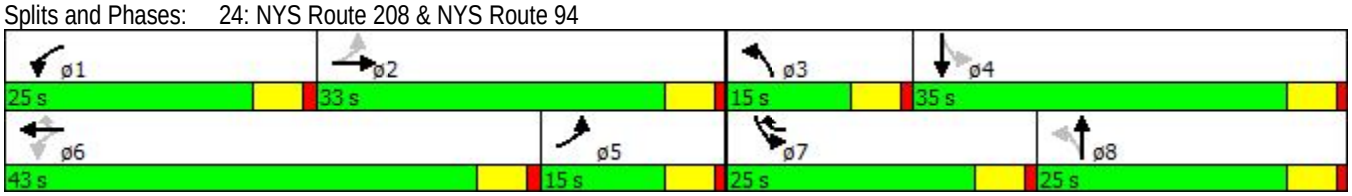
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	38	266	345	151	33	151	309	182	146	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.63		0.98	0.94		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	41	289	375	164	36	164	336	198	159	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	410	362	45	398	436	532	343	116	237	272	372	164
Arrive On Green	0.20	0.26	0.26	0.18	0.24	0.24	0.02	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1638	1403	174	1723	1810	1506	1706	517	1059	1741	1197	527
Grp Volume(v), veh/h	45	0	371	289	375	164	36	0	500	198	0	229
Grp Sat Flow(s),veh/h/ln	1638	0	1577	1723	1810	1506	1706	0	1576	1741	0	1724
Q Serve(g_s), s	0.0	0.0	20.4	14.3	17.7	3.1	1.4	0.0	20.0	7.4	0.0	9.4
Cycle Q Clear(g_c), s	0.0	0.0	20.4	14.3	17.7	3.1	1.4	0.0	20.0	7.4	0.0	9.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.67	1.00		0.31
Lane Grp Cap(c), veh/h	410	0	407	398	436	532	343	0	353	272	0	536
V/C Ratio(X)	0.11	0.00	0.91	0.73	0.86	0.31	0.10	0.00	1.42	0.73	0.00	0.43
Avail Cap(c_a), veh/h	410	0	495	467	770	810	495	0	353	471	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	32.1	33.7	32.4	7.2	25.9	0.0	34.6	23.6	0.0	24.4
Incr Delay (d2), s/veh	0.0	0.0	17.3	3.5	2.0	0.1	0.0	0.0	203.2	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.8	7.0	9.1	1.5	0.7	0.0	28.6	3.6	0.0	4.5
LnGrp Delay(d),s/veh	28.5	0.0	49.4	37.2	34.4	7.3	25.9	0.0	237.8	25.0	0.0	24.6
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		416			828			536			427	
Approach Delay, s/veh		47.2			30.0			223.6			24.8	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	28.0	7.0	32.8	22.9	26.5	14.8	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.3	22.4	3.4	11.4	2.0	19.7	9.4	22.0
Green Ext Time (p_c), s	0.2	0.6	0.0	2.8	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	79.3
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1080	623	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1241	716	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1256	718	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1080	623	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1241	716	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1988	717	718	0	-	0
Stage 1	717	-	-	-	-	-
Stage 2	1271	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	421	883	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	421	883	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	232	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	883	-	199	-	-
HCM Lane V/C Ratio	0.017	-	0.266	-	-
HCM Control Delay (s)	9.1	0	29.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	176	869	229	311	858
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975					0.987
Satd. Flow (prot)	1705	0	1853	1575	0	1857
Flt Permitted	0.975					0.334
Satd. Flow (perm)	1705	0	1853	1575	0	628
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	63			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	183	905	239	324	894
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	905	239	0	1218
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.93		0.77	0.15		3.04
Control Delay	56.8		14.6	0.2		940.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	56.8		14.6	0.2		940.1
LOS	E		B	A		F
Approach Delay	56.8		11.6			940.1
Approach LOS	E		B			F
Queue Length 50th (ft)	133		240	0		~780
Queue Length 95th (ft)	#290		397	0		#1015
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	404		1181	1575		400
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.92		0.77	0.15		3.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.8			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 3.04			
Intersection Signal Delay: 431.4		Intersection LOS: F	
Intersection Capacity Utilization 142.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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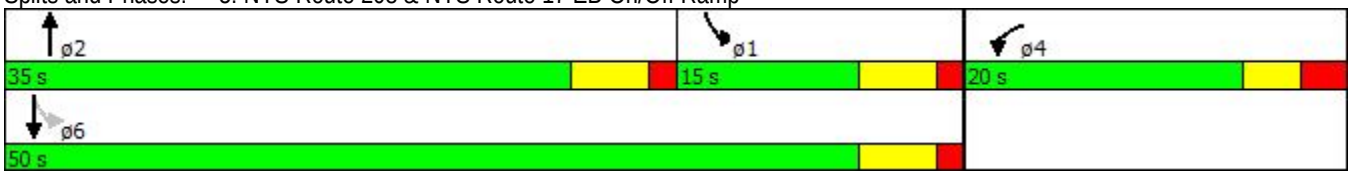
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	176	869	229	311	858
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1704		1853	1575		1857
Flt Permitted	0.98		1.00	1.00		0.33
Satd. Flow (perm)	1704		1853	1575		629
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	183	905	239	324	894
RTOR Reduction (vph)	50	0	0	0	0	0
Lane Group Flow (vph)	322	0	905	239	0	1218
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.3		44.5	69.8		44.5
Effective Green, g (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	349		1181	1575		401
v/s Ratio Prot	c0.19		0.49			
v/s Ratio Perm				0.15		c1.94
v/c Ratio	0.92		0.77	0.15		3.04
Uniform Delay, d1	27.2		9.0	0.0		12.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	28.8		4.8	0.2		923.5
Delay (s)	56.0		13.7	0.2		936.1
Level of Service	E		B	A		F
Approach Delay (s)	56.0		10.9			936.1
Approach LOS	E		B			F

Intersection Summary			
HCM 2000 Control Delay	429.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.71		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	142.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

COMBINED CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	632	349	0	364	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	652	360	0	375	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1011	0	1206	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	694	-	~ 249	399
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	~ 249	399
Mov Cap-2 Maneuver	-	-	-	-	~ 249	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	694	-	250
HCM Lane V/C Ratio	-	-	-	-	1.043
HCM Control Delay (s)	-	-	0	-	111.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	1	78	567	4	2	345	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.993			0.999			0.994	
Flt Protected		0.993			0.995			0.994				
Satd. Flow (prot)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Flt Permitted		0.993			0.995			0.994				
Satd. Flow (perm)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	1	84	610	4	2	356	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	19	0	0	698	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	1	78	567	4	2	345	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	1	84	610	4	2	356	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1150	364	1179	1156	612	372	0	0	614	0	0
Stage 1	368	368	-	780	780	-	-	-	-	-	-	-
Stage 2	788	782	-	399	376	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	182	672	187	265	541	1198	-	-	975	-	-
Stage 1	643	600	-	403	495	-	-	-	-	-	-	-
Stage 2	371	381	-	605	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	162	672	147	236	541	1198	-	-	975	-	-
Mov Cap-2 Maneuver	142	162	-	147	236	-	-	-	-	-	-	-
Stage 1	575	598	-	360	443	-	-	-	-	-	-	-
Stage 2	319	341	-	546	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	22.2	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	293	228	975	-	-
HCM Lane V/C Ratio	0.07	-	-	0.25	0.085	0.002	-	-
HCM Control Delay (s)	8.2	0	-	21.3	22.2	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	18	27	323	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1864	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	20	30	363	264	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	393	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	18	27	323	235	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	20	30	363	264	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	786	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	786	1287	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1287	-	570	-	-
HCM Lane V/C Ratio	0.024	-	0.071	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	1656	0	1849	0	0	1846
Flt Permitted	0.971					0.991
Satd. Flow (perm)	1656	0	1849	0	0	1846
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 128.3%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	44.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	98	944	240	133	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	103	994	253	140	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2052	1120	0	0	1246	0
Stage 1	1120	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	185	335	-	-	548	-
Stage 1	568	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 111	335	-	-	548	-
Mov Cap-2 Maneuver	~ 111	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 389	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	548	-
HCM Lane V/C Ratio	-	-	1.69	0.255	-
HCM Control Delay (s)	-	-	$ 389	13.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	18.4	1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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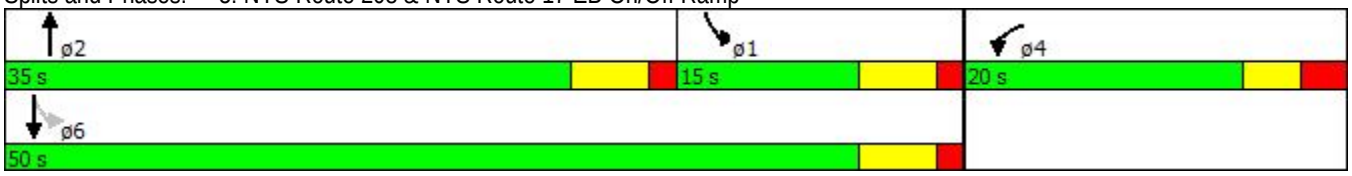
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	225	0	840	728	83	85
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.70
Sat Flow, veh/h	1732	0	1818	1575	16	122
Grp Volume(v), veh/h	180	0	790	0	1106	0
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	138	0
Q Serve(g_s), s	6.4	0.0	26.4	0.0	49.7	0.0
Cycle Q Clear(g_c), s	6.4	0.0	26.4	0.0	49.7	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	227	0	840	728	0	0
V/C Ratio(X)	0.79	0.00	0.94	0.00	0.00	0.00
Avail Cap(c_a), veh/h	396	0	840	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	16.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	19.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	17.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	35.8	0.0	0.0	0.0
LnGrp LOS	C		D			
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	29.3		35.8			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		13.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.4		51.7		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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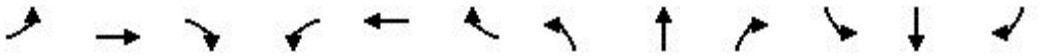

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1895	1607	0	1709	0
Flt Permitted		0.486			0.638			0.891			0.694	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1695	1607	0	1196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				284			350		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	459	0	591	350	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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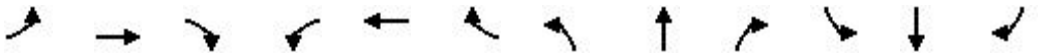

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.60			1.26	0.28		0.63	0.22		1.18	
Control Delay		22.7			168.0	0.4		14.3	0.3		116.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.4		14.3	0.3		116.1	
LOS		C			F	A		B	A		F	
Approach Delay		22.7			80.1			9.1			116.1	
Approach LOS		C			F			A			F	
Queue Length 50th (ft)		34			~231	0		157	0		~420	
Queue Length 95th (ft)		#103			#391	0		257	0		#627	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		944	1607		668	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.28		0.63	0.22		1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 62.7		Intersection LOS: E	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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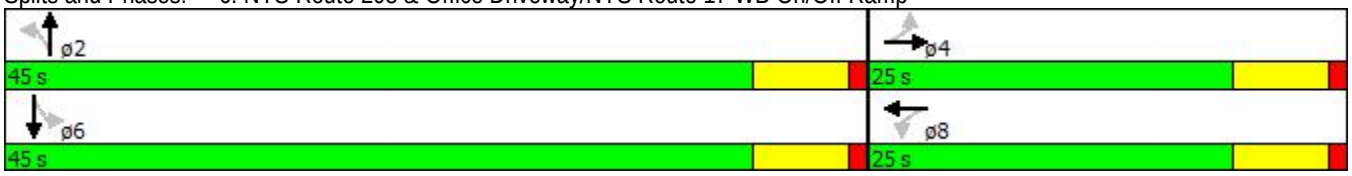
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1928	1903	1891	1872	1854	1872
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	186	120	260	444	18	438	108	922	895	173	762	30
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	440	443	958	1265	67	1615	94	1655	1607	203	1368	54
Grp Volume(v), veh/h	173	0	0	416	0	0	591	0	0	789	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1332	0	1615	1749	0	1607	1625	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	21.0	0.0	0.0	13.6	0.0	0.0	26.9	0.0	0.0
Prop In Lane	0.30		0.52	0.95		1.00	0.09		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.83	0.00	0.00	0.55	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	619	0	0	500	0	438	1080	0	895	1011	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	25.6	0.0	0.0	9.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.8	0.0	0.0	2.0	0.0	0.0	6.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	9.3	0.0	0.0	7.2	0.0	0.0	13.0	0.0	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	36.4	0.0	0.0	11.8	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	C			D			B			B		
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		20.4			36.4			11.8			18.3	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		7.4		0.0		23.0
Green Ext Time (p_c), s		0.0		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	948	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.923	
Flt Protected		0.995			0.979	
Satd. Flow (prot)	0	1740	1721	0	1926	0
Flt Permitted		0.995			0.979	
Satd. Flow (perm)	0	1740	1721	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	977	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	708	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	6.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	948	655	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	977	675	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	1869	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1177	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	900	-	-	-	65	431
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	259	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	49	431
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	196	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	136.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	900	-	99	-	-
HCM Lane V/C Ratio	0.111	-	0.875	-	-
HCM Control Delay (s)	9.5	0	136.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	946	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	996	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1036	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	946	670	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	996	705	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1785	709	713	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1076	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	68	438	896	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	438	896	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	239	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.6	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	182	-	-
HCM Lane V/C Ratio	0.045	-	0.127	-	-
HCM Control Delay (s)	9.2	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	976	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1698	0	0	1808	1815	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1698	0	0	1808	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1027	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1038	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	149.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	976	706	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1027	743	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1829	781	818	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 69	381	819	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 67	381	819	-	-	-
Mov Cap-2 Maneuver	~ 67	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1220.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	75	-	-
HCM Lane V/C Ratio	0.013	-	3.453	-	-
HCM Control Delay (s)	9.5	$	1220.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	26.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1183	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1232	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1238	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1183	772	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1232	804	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2050	805	806	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1245	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	377	828	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	377	828	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	250	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	139	-	-
HCM Lane V/C Ratio	0.008	-	0.052	-	-
HCM Control Delay (s)	9.4	0	32.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	816	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.987			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1798	0	0	1795	0
Flt Permitted		0.969			0.957			0.953			0.956	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1717	0	0	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	833	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	970	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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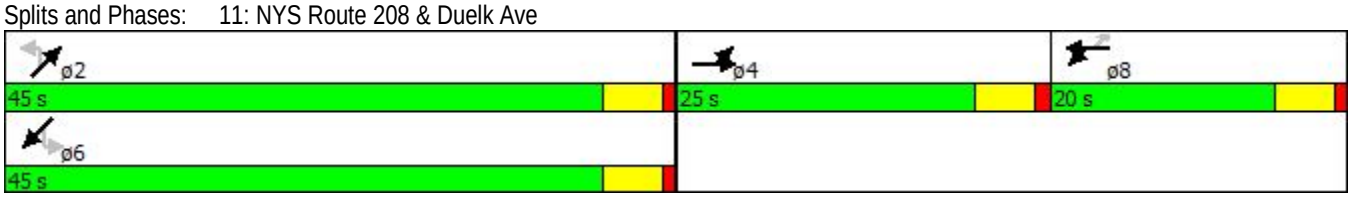
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.65			0.65	
v/c Ratio		0.34			0.32	0.08		0.86			0.58	
Control Delay		29.2			32.4	0.6		25.4			12.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		25.4			12.9	
LOS		C			C	A		C			B	
Approach Delay		29.2			24.9			25.4			12.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		21			30	0		356			170	
Queue Length 95th (ft)		57			68	0		#723			336	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1125			1126	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		0.86			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.5			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	816	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	833	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	64	12	24	111	13	107	89	1011	110	77	1101	42
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1155	215	430	1699	206	1640	45	1579	172	27	1720	66
Grp Volume(v), veh/h	67	0	0	74	0	23	970	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1797	0	0	1813	0	0
Q Serve(g_s), s	2.3	0.0	0.0	2.4	0.0	0.8	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.8	25.6	0.0	0.0	12.3	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.05		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	124	0	107	1210	0	0	1220	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.60	0.00	0.22	0.80	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	576	0	0	457	0	393	1210	0	0	1220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.4	0.0	27.7	8.5	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	4.5	0.0	1.0	5.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.4	14.6	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	32.9	0.0	28.7	14.2	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	B			A		
Approach Vol, veh/h		67			97			970			656	
Approach Delay, s/veh		32.0			31.9			14.2			8.0	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.4		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.3		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	850	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1707	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	859	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	891	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	850	620	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	859	626	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1556	633	639	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	106	460	955	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	460	955	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	28.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	955	-	191	-	-
HCM Lane V/C Ratio	0.034	-	0.206	-	-
HCM Control Delay (s)	8.9	0	28.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	843	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	852	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	874	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	843	22	3	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	852	22	3	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1495	863	0	0	874	0
Stage 1	863	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	384	-	-	781	-
Stage 1	481	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	384	-	-	781	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	23.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	210	781	-
HCM Lane V/C Ratio	-	-	0.091	0.004	-
HCM Control Delay (s)	-	-	23.9	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	846	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	872	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	875	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	846	621	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	872	640	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1519	641	642	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	112	462	952	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	462	952	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	25.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	952	-	179	-	-
HCM Lane V/C Ratio	0.003	-	0.023	-	-
HCM Control Delay (s)	8.8	0	25.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	832	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	858	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	874	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	832	16	25	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	858	16	26	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1545	866	0	0	874	0
Stage 1	866	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	151	373	-	-	781	-
Stage 1	457	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	373	-	-	781	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	219	781	-
HCM Lane V/C Ratio	-	-	0.151	0.033	-
HCM Control Delay (s)	-	-	24.3	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	808	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.994			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	833	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	876	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	808	35	15	598	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	833	36	15	616	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1528	1537	622	1522	1523	851	627	0	0	869	0	0
Stage 1	653	653	-	865	865	-	-	-	-	-	-	-
Stage 2	875	884	-	657	658	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	127	499	126	154	390	965	-	-	784	-	-
Stage 1	476	484	-	406	432	-	-	-	-	-	-	-
Stage 2	364	385	-	510	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	122	499	119	147	390	965	-	-	784	-	-
Mov Cap-2 Maneuver	97	122	-	119	147	-	-	-	-	-	-	-
Stage 1	469	470	-	400	426	-	-	-	-	-	-	-
Stage 2	342	380	-	486	503	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	33.9	38.5	0.1	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	965	-	-	155	145	784	-	-
HCM Lane V/C Ratio	0.007	-	-	0.313	0.142	0.02	-	-
HCM Control Delay (s)	8.8	0	-	38.5	33.9	9.7	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	831	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	848	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	850	0	0	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	831	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	848	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1486	849	0	0	850	0
Stage 1	849	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	177	390	-	-	797	-
Stage 1	487	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	390	-	-	797	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	243	797	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	20.1	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.957			0.981			0.999			0.998	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	924	24	20	556	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	943	24	20	567	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	1642	587	1632	1650	955	607	0	0	967	0	0
Stage 1	628	628	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1019	1014	-	630	648	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	92	505	90	109	325	981	-	-	720	-	-
Stage 1	458	463	-	312	341	-	-	-	-	-	-	-
Stage 2	272	301	-	490	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	84	505	83	99	325	981	-	-	720	-	-
Mov Cap-2 Maneuver	60	84	-	83	99	-	-	-	-	-	-	-
Stage 1	435	444	-	296	324	-	-	-	-	-	-	-
Stage 2	231	286	-	466	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	44.7	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	65	147	720	-	-
HCM Lane V/C Ratio	0.024	-	-	0.424	0.396	0.028	-	-
HCM Control Delay (s)	8.8	0	-	96.2	44.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	972	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1045	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1045	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	972	3	2	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1045	3	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1842	1045	0	0	1045	0
Stage 1	1045	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	126	304	-	-	673	-
Stage 1	431	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	304	-	-	673	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	176	673	-
HCM Lane V/C Ratio	-	-	0.177	0.003	-
HCM Control Delay (s)	-	-	29.8	10.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	349	0	0	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1825	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1825	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	392	0	0	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	392	0	0	284
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	0	0	349	0	0	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	392	0	0	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	676	392	0	0	392	0
Stage 1	392	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	657	-	-	1167	-
Stage 1	683	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	657	-	-	1167	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	1167	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	1863	1583	1900	1881	1801	1845
Flt Permitted						
Satd. Flow (perm)	1863	1583	1900	1881	1801	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		290				
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	139	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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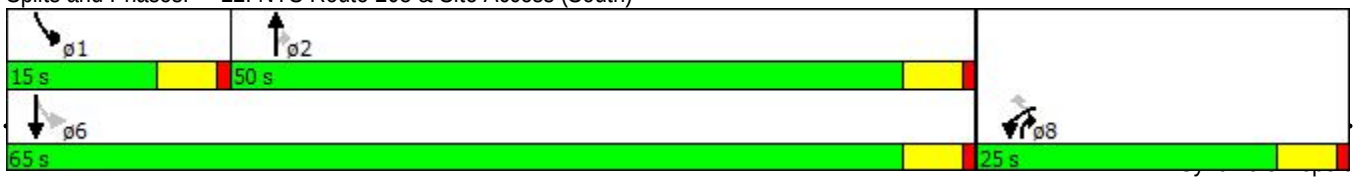
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)		5.0	28.5			28.5
Actuated g/C Ratio		0.11	0.65			0.65
v/c Ratio		0.32	0.69			0.53
Control Delay		1.9	8.4			6.0
Queue Delay		0.0	0.0			0.0
Total Delay		1.9	8.4			6.0
LOS		A	A			A
Approach Delay			8.4			6.0
Approach LOS			A			A
Queue Length 50th (ft)		0	98			62
Queue Length 95th (ft)		0	186			113
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)						
Base Capacity (vph)		885	1884			1845
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		0	0			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.16	0.46			0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	135	833	0	0	622
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1845
Adj Flow Rate, veh/h	0	139	859	0	0	641
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	1	2	2	3
Cap, veh/h	201	179	1107	1113	377	1075
Arrive On Green	0.00	0.11	0.58	0.00	0.00	0.58
Sat Flow, veh/h	1774	1583	1900	1599	1774	1845
Grp Volume(v), veh/h	0	139	859	0	0	641
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1845
Q Serve(g_s), s	0.0	2.8	11.3	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.0	2.8	11.3	0.0	0.0	7.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	201	179	1107	1113	377	1075
V/C Ratio(X)	0.00	0.78	0.78	0.00	0.00	0.60
Avail Cap(c_a), veh/h	1079	963	2600	2369	911	3365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	5.2	0.0	0.0	4.4
Incr Delay (d2), s/veh	0.0	2.7	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	5.9	0.0	0.0	3.6
LnGrp Delay(d),s/veh	0.0	16.9	5.7	0.0	0.0	4.6
LnGrp LOS		B	A			A
Approach Vol, veh/h	139		859			641
Approach Delay, s/veh	16.9		5.7			4.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	0.0	24.2				24.2		8.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	0.0	13.3				9.3		4.8
Green Ext Time (p_c), s	0.0	5.8				6.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	310	31	16	242	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	348	35	18	272	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	291	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	310	31	16	242	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	348	35	18	272	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	383	0	0	675	675	366	677	691	272
Stage 1	-	-	-	-	-	-	366	366	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	369	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1187	-	-	399	408	698	356	356	766
Stage 1	-	-	-	-	-	-	685	652	-	694	653	-
Stage 2	-	-	-	-	-	-	730	686	-	642	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1187	-	-	393	401	698	348	350	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	401	-	348	350	-
Stage 1	-	-	-	-	-	-	685	652	-	694	641	-
Stage 2	-	-	-	-	-	-	716	674	-	636	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1302	-	-	1187	-	-	479
HCM Lane V/C Ratio	0.047	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.3	0	-	-	8.1	0	-	12.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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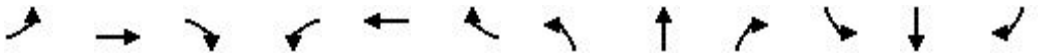

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1732	0	1652	1670	1583	1599	1510	0	1695	1685	0
Flt Permitted	0.531			0.195			0.635			0.145		
Satd. Flow (perm)	851	1732	0	336	1670	1510	1047	1510	0	259	1685	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				159					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	26.3	26.3		35.6	35.6	50.6	25.4	20.3		40.4	34.3	
Actuated g/C Ratio	0.27	0.27		0.37	0.37	0.52	0.26	0.21		0.42	0.35	
v/c Ratio	0.17	0.90		0.78	0.64	0.18	0.13	1.42		0.64	0.32	
Control Delay	32.0	58.7		43.5	34.0	1.6	21.2	239.3		30.8	24.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.0	58.7		43.5	34.0	1.6	21.2	239.3		30.8	24.6	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.8			30.6			221.8			27.8	
Approach LOS		E			C			F			C	
Queue Length 50th (ft)	24	254		140	237	0	15	~394		90	84	
Queue Length 95th (ft)	59	#479		#218	337	16	37	#642		164	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	321	509		398	690	952	386	315		407	611	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.83		0.64	0.57	0.17	0.10	1.42		0.52	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 97
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 78.5 Intersection LOS: E
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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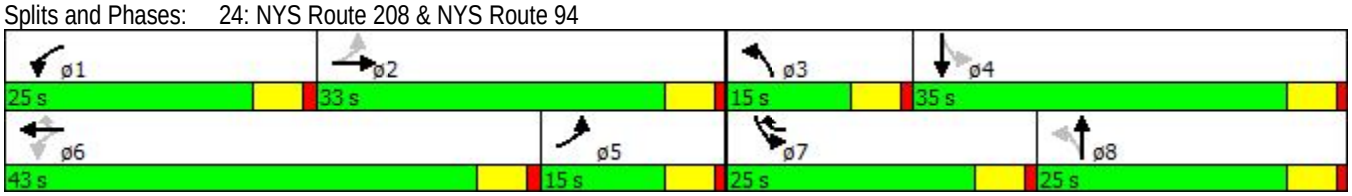
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.98	0.98		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1817	1881	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	390	424	32	355	448	584	366	106	247	282	345	185
Arrive On Green	0.18	0.28	0.28	0.15	0.26	0.26	0.03	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1654	1499	114	1774	1727	1553	1659	476	1103	1757	1101	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1654	0	1613	1774	1727	1553	1659	0	1579	1757	0	1691
Q Serve(g_s), s	0.0	0.0	22.8	11.6	19.4	2.9	1.6	0.0	20.0	7.8	0.0	8.0
Cycle Q Clear(g_c), s	0.0	0.0	22.8	11.6	19.4	2.9	1.6	0.0	20.0	7.8	0.0	8.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	390	0	456	355	448	584	366	0	353	282	0	530
V/C Ratio(X)	0.13	0.00	0.93	0.72	0.87	0.27	0.11	0.00	1.27	0.75	0.00	0.37
Avail Cap(c_a), veh/h	390	0	505	478	734	842	509	0	353	474	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	31.1	31.5	31.7	6.6	25.8	0.0	34.7	23.4	0.0	23.8
Incr Delay (d2), s/veh	0.1	0.0	21.3	1.8	3.6	0.1	0.0	0.0	141.1	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.8	5.8	9.7	1.5	0.7	0.0	22.5	3.8	0.0	3.8
LnGrp Delay(d),s/veh	30.0	0.0	52.4	33.3	35.3	6.7	25.9	0.0	175.8	24.9	0.0	24.0
LnGrp LOS	C		D	C	D	A	C		F	C		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		50.0			29.0			163.8			24.5	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	30.3	7.2	33.0	20.9	28.2	15.3	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.6	24.8	3.6	10.0	2.0	21.4	9.8	22.0
Green Ext Time (p_c), s	0.2	0.5	0.0	2.4	1.0	1.8	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	951	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	970	594	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	987	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	951	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	970	594	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	594	594	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	500	992	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	992	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	220	-	-
HCM Lane V/C Ratio	0.017	-	0.278	-	-
HCM Control Delay (s)	8.7	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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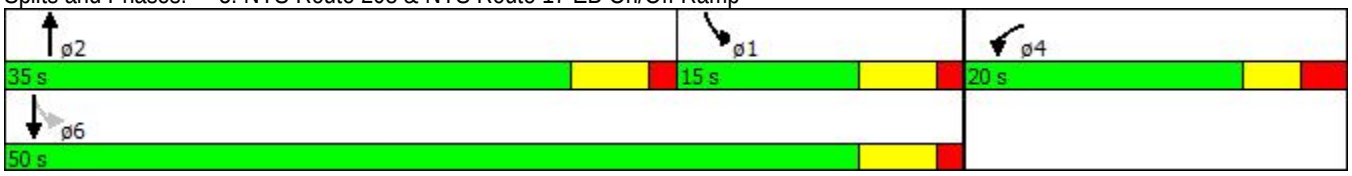
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1673		1818	1575		1830
Flt Permitted	0.97		1.00	1.00		0.45
Satd. Flow (perm)	1673		1818	1575		834
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	137	790	236	292	814
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	276	0	790	236	0	1106
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.5		44.5	69.0		44.5
Effective Green, g (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	327		1172	1575		537
v/s Ratio Prot	c0.16		0.43			
v/s Ratio Perm				0.15		c1.33
v/c Ratio	0.84		0.67	0.15		2.06
Uniform Delay, d1	26.7		7.7	0.0		12.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	17.0		3.1	0.2		483.2
Delay (s)	43.7		10.8	0.2		495.5
Level of Service	D		B	A		F
Approach Delay (s)	43.7		8.4			495.5
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	233.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	418	221	0	397	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	492	260	0	467	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1089	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	867	-	285	516
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	285	516
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	867	-	286
HCM Lane V/C Ratio	-	-	-	-	0.897
HCM Control Delay (s)	-	-	0	-	69.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	6	53	318	4	3	352	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.961			0.999			0.995	
Flt Protected		0.988			0.995			0.993				
Satd. Flow (prot)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Flt Permitted		0.988			0.995			0.993				
Satd. Flow (perm)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	6	56	338	4	3	374	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	21	0	0	398	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	6	53	318	4	3	352	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	6	56	338	4	3	374	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	842	381	868	847	340	387	0	0	343	0	0
Stage 1	387	387	-	453	453	-	-	-	-	-	-	-
Stage 2	463	455	-	415	394	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	262	289	657	350	381	741	1171	-	-	1062	-	-
Stage 1	613	600	-	669	650	-	-	-	-	-	-	-
Stage 2	555	558	-	694	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	271	657	300	357	741	1171	-	-	1062	-	-
Mov Cap-2 Maneuver	241	271	-	300	357	-	-	-	-	-	-	-
Stage 1	577	598	-	630	612	-	-	-	-	-	-	-
Stage 2	507	525	-	633	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	391	413	1062	-	-
HCM Lane V/C Ratio	0.048	-	-	0.185	0.052	0.003	-	-
HCM Control Delay (s)	8.2	0	-	16.3	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	15	16	205	203	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1731	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1731	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	16	18	225	223	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	243	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	15	16	205	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	16	18	225	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	591	836	1356	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	836	1356	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1356	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.035	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	37	725	36	25	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	40	780	39	27	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1662	799	0	0	818	0
Stage 1	799	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	272	460	-	-	819	-
Stage 1	696	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	460	-	-	819	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	819	-
HCM Lane V/C Ratio	-	-	0.221	0.033	-
HCM Control Delay (s)	-	-	18.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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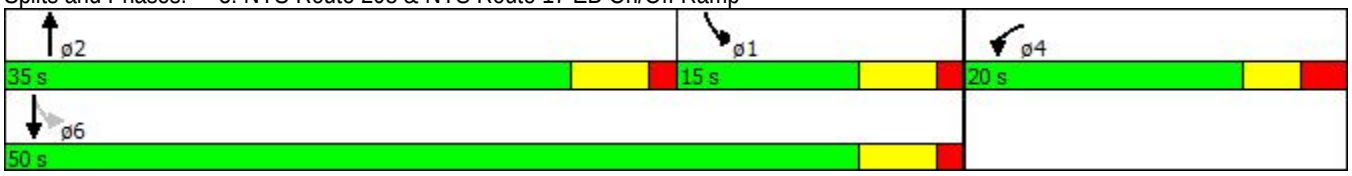
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1895
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	124	0	913	768	99	75
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1677	0	1853	1560	23	101
Grp Volume(v), veh/h	97	0	639	0	914	0
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	123	0
Q Serve(g_s), s	3.4	0.0	16.0	0.0	21.8	0.0
Cycle Q Clear(g_c), s	3.4	0.0	16.0	0.0	21.8	0.0
Prop In Lane	0.99	0.00		1.00	0.37	
Lane Grp Cap(c), veh/h	125	0	913	768	0	0
V/C Ratio(X)	0.78	0.00	0.70	0.00	0.00	0.00
Avail Cap(c_a), veh/h	410	0	913	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	11.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	4.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.1	0.0	16.2	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	31.1		16.2			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.9		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.4		23.8		
Green Ext Time (p_c), s		0.0		0.1		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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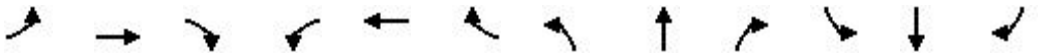

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.994			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1884	1607	0	1706	0
Flt Permitted		0.784			0.739			0.869			0.902	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1647	1607	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				264			234		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	0	449	234	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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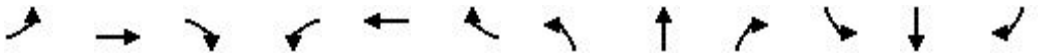

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		14.4			14.4	65.6		39.1	65.6		39.1	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
v/c Ratio		0.35			0.74	0.16		0.46	0.15		0.81	
Control Delay		15.7			38.8	0.2		10.1	0.2		20.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.2		10.1	0.2		20.7	
LOS		B			D	A		B	A		C	
Approach Delay		15.7			17.9			6.7			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		20			83	0		91	0		210	
Queue Length 95th (ft)		59			153	0		177	0		#486	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		925	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.16		0.46	0.15		0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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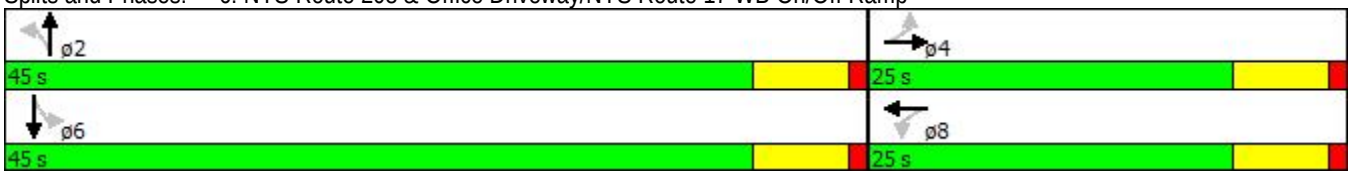
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1895	1891	1872	1850	1872
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	156	76	131	348	25	287	144	1011	1013	151	943	51
Arrive On Green	0.21	0.18	0.18	0.21	0.18	0.00	0.66	0.63	0.00	0.66	0.63	0.63
Sat Flow, veh/h	436	433	743	1347	139	1631	125	1605	1607	137	1497	80
Grp Volume(v), veh/h	115	0	0	224	0	0	449	0	0	746	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1486	0	1631	1730	0	1607	1713	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.3	0.0	0.0	6.9	0.0	0.0	15.8	0.0	0.0
Prop In Lane	0.37		0.46	0.91		1.00	0.12		1.00	0.11		0.05
Lane Grp Cap(c), veh/h	415	0	0	420	0	287	1211	0	1013	1200	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.53	0.00	0.00	0.37	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	599	0	501	1211	0	1013	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	23.3	0.0	0.0	5.5	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.4	0.0	0.0	3.5	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.7	0.0	0.0	6.3	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		22.4			23.7			6.3			9.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		16.9		45.0		16.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.7		0.0		10.3
Green Ext Time (p_c), s		0.0		0.8		0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	709	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	707	691	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	714	698	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1485	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	118	424
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	111	424
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	899	-	331	-	-
HCM Lane V/C Ratio	0.037	-	0.244	-	-
HCM Control Delay (s)	9.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	696	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	703	690	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1436	695	700	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	446	906	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	446	906	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	906	-	293	-	-
HCM Lane V/C Ratio	0.021	-	0.083	-	-
HCM Control Delay (s)	9.1	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1660	0	0	1808	1829	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	673	711	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	687	726	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	764	803	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	120	363	830	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	363	830	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	129	-	-
HCM Lane V/C Ratio	0.01	-	0.799	-	-
HCM Control Delay (s)	9.4	0	97.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.8	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	755	781	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	830	858	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	860	863	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	350	788	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	154	-	-
HCM Lane V/C Ratio	0.008	-	0.078	-	-
HCM Control Delay (s)	9.6	0	30.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.988			0.996	
Flt Protected		0.979			0.959			0.998			0.998	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1783	0	0	1815	0
Flt Permitted		0.979			0.959			0.961			0.972	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1717	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		7			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	731	0	0	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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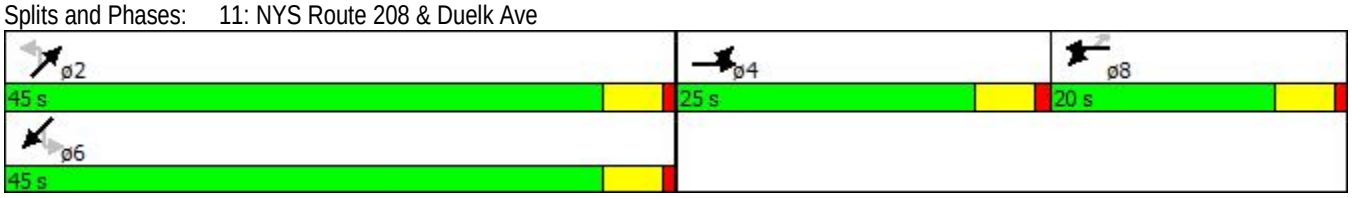
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.0	8.0		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.68			0.68	
v/c Ratio		0.30			0.33	0.09		0.63			0.56	
Control Delay		26.2			31.5	0.6		13.3			11.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		13.3			11.6	
LOS		C			C	A		B			B	
Approach Delay		26.2			24.2			13.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15			32	0		200			173	
Queue Length 95th (ft)		49			72	0		#408			339	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1166			1199	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.63			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	13	18	67	11	24	30	611	61	20	608	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1916	1881	1948	2025	1947	1910	1871	1910	1910	1889	1910
Adj Flow Rate, veh/h	24	14	19	70	11	25	31	636	64	21	633	21
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	38	22	30	113	18	112	83	1026	101	74	1131	37
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	747	436	591	1678	264	1655	36	1599	157	23	1763	57
Grp Volume(v), veh/h	57	0	0	81	0	25	731	0	0	675	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1942	0	1655	1792	0	0	1844	0	0
Q Serve(g_s), s	2.0	0.0	0.0	2.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.5	0.0	0.9	14.7	0.0	0.0	12.5	0.0	0.0
Prop In Lane	0.42		0.33	0.86		1.00	0.04		0.09	0.03		0.03
Lane Grp Cap(c), veh/h	89	0	0	131	0	112	1210	0	0	1243	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.22	0.60	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	569	0	0	467	0	398	1210	0	0	1243	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.3	0.0	27.5	6.6	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	4.7	0.0	1.0	2.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.5	0.0	0.4	8.1	0.0	0.0	7.0	0.0	0.0
LnGrp Delay(d),s/veh	31.9	0.0	0.0	33.0	0.0	28.5	8.9	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	C			C		C	A			A		
Approach Vol, veh/h		57			106			731			675	
Approach Delay, s/veh		31.9			31.9			8.9			8.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.1		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.0		0.0		4.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1726	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	624	616	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	637	629	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1342	634	640	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	466	954	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	466	954	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	954	-	290	-	-
HCM Lane V/C Ratio	0.037	-	0.151	-	-
HCM Control Delay (s)	8.9	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	622	13	1	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	635	13	1	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	641	0	0	648	0
Stage 1	641	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	505	-	-	947	-
Stage 1	588	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	505	-	-	947	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	241	947	-
HCM Lane V/C Ratio	-	-	0.055	0.001	-
HCM Control Delay (s)	-	-	20.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	619	614	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	659	653	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1322	655	656	0	-	0
Stage 1	655	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	453	941	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	453	941	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	941	-	224	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	8.8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	610	11	18	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	649	12	19	645

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1338	655	0	0	661	0
Stage 1	655	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	487	-	-	937	-
Stage 1	560	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	487	-	-	937	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	937	-
HCM Lane V/C Ratio	-	-	0.11	0.02	-
HCM Control Delay (s)	-	-	18.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	603	18	5	607	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	628	19	5	632	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1313	634	1305	1305	638	636	0	0	647	0	0
Stage 1	645	645	-	658	658	-	-	-	-	-	-	-
Stage 2	665	668	-	647	647	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	172	491	165	201	506	957	-	-	948	-	-
Stage 1	466	488	-	495	518	-	-	-	-	-	-	-
Stage 2	454	477	-	501	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	168	491	160	196	506	957	-	-	948	-	-
Mov Cap-2 Maneuver	134	168	-	160	196	-	-	-	-	-	-	-
Stage 1	459	484	-	487	510	-	-	-	-	-	-	-
Stage 2	435	469	-	492	519	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.6	23.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	957	-	-	224	164	948	-	-
HCM Lane V/C Ratio	0.011	-	-	0.121	0.108	0.005	-	-
HCM Control Delay (s)	8.8	0	-	23.3	29.6	8.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	622	2	2	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	648	2	2	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	650	0	0	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	622	2	2	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	648	2	2	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	649	0	0	650	0
Stage 1	649	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	500	-	-	946	-
Stage 1	584	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	500	-	-	946	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	946	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s)	-	-	16.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	599	16	14	540	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	631	17	15	568	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1316	1314	599	1308	1337	639	631	0	0	647	0	0
Stage 1	629	629	-	677	677	-	-	-	-	-	-	-
Stage 2	687	685	-	631	660	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	148	497	148	167	488	961	-	-	948	-	-
Stage 1	457	462	-	463	473	-	-	-	-	-	-	-
Stage 2	424	435	-	489	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	140	497	140	158	488	961	-	-	948	-	-
Mov Cap-2 Maneuver	115	140	-	140	158	-	-	-	-	-	-	-
Stage 1	443	450	-	449	458	-	-	-	-	-	-	-
Stage 2	394	422	-	474	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	25.5	0.3	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	123	213	948	-	-
HCM Lane V/C Ratio	0.02	-	-	0.223	0.178	0.016	-	-
HCM Control Delay (s)	8.8	0	-	42.5	25.5	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	680	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	694	2	2	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1434	694	0	0	694	0
Stage 1	694	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	205	482	-	-	911	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	482	-	-	911	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	911	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.7	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	221	0	0	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1825	0	0	1881
Flt Permitted						
Satd. Flow (perm)	1863	0	1825	0	0	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	91%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	0	0	243	0	0	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	243	0	0	218
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	0	0	221	0	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	0	0	243	0	0	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	243	0	0	243	0
Stage 1	243	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	559	796	-	-	1323	-
Stage 1	797	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	559	796	-	-	1323	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	1323	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	624	0	0	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1900	1881	1801	1693
Flt Permitted						
Satd. Flow (perm)	1863	1863	1900	1881	1801	1693
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Parking (#/hr)						0
Adj. Flow (vph)	0	0	734	0	0	725
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	734	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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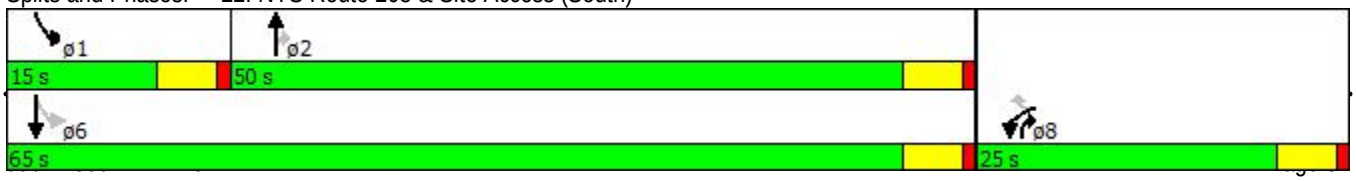
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)			32.0			32.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.39			0.43
Control Delay			0.6			0.8
Queue Delay			0.0			0.0
Total Delay			0.6			0.8
LOS			A			A
Approach Delay			0.6			0.8
Approach LOS			A			A
Queue Length 50th (ft)			0			0
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)						
Base Capacity (vph)			1900			1693
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.39			0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 32			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 0.7		Intersection LOS: A	
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	624	0	0	616
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	0	0	734	0	0	725
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	11	10	1297	584	816	1284
Arrive On Green	0.00	0.00	0.68	0.00	0.00	0.68
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	0	0	734	0	0	725
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	3.1
Cycle Q Clear(g_c), s	0.0	0.0	3.1	0.0	0.0	3.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	11	10	1297	584	816	1284
V/C Ratio(X)	0.00	0.00	0.57	0.00	0.00	0.56
Avail Cap(c_a), veh/h	2251	2009	5425	4059	1930	7162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	1.3	0.0	0.0	1.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.0	0.0	1.5
LnGrp Delay(d),s/veh	0.0	0.0	1.4	0.0	0.0	1.4
LnGrp LOS			A			A
Approach Vol, veh/h	0		734			725
Approach Delay, s/veh	0.0		1.4			1.4
Approach LOS			A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	0.0	15.8				15.8		0.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	0.0	5.1				5.1		0.0
Green Ext Time (p_c), s	0.0	5.6				5.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.4
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	192	21	10	195	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.935				
Flt Protected					0.997			0.975			0.950	
Satd. Flow (prot)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Flt Permitted					0.997			0.975			0.950	
Satd. Flow (perm)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	202	22	11	205	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	216	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	192	21	10	195	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	202	22	11	205	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	224	0	0	441	441	213	447	452	205
Stage 1	-	-	-	-	-	-	215	215	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	221	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1357	-	-	557	539	842	512	494	836
Stage 1	-	-	-	-	-	-	811	746	-	771	712	-
Stage 2	-	-	-	-	-	-	801	739	-	776	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1357	-	-	553	534	842	502	489	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	534	-	502	489	-
Stage 1	-	-	-	-	-	-	810	745	-	770	706	-
Stage 2	-	-	-	-	-	-	794	732	-	766	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1378	-	-	1357	-	-	502
HCM Lane V/C Ratio	0.033	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.6	7.6	0	-	7.7	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1762	0	1668	1818	1599	1727	1564	0	1728	1826	0
Flt Permitted	0.570			0.204			0.656			0.145		
Satd. Flow (perm)	946	1762	0	355	1818	1520	1164	1564	0	264	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.5	23.1		34.8	34.8	49.2	25.3	20.3		39.8	33.7	
Actuated g/C Ratio	0.26	0.25		0.37	0.37	0.53	0.27	0.22		0.43	0.36	
v/c Ratio	0.08	0.83		0.88	0.46	0.20	0.12	1.18		0.61	0.24	
Control Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
LOS	C	D		D	C	A	B	F		C	C	
Approach Delay		48.2			32.8			131.3			26.0	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	12	200		111	114	0	14	~283		76	62	
Queue Length 95th (ft)	33	318		#375	284	16	40	#563		159	133	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	405	864		346	800	987	440	339		430	670	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.88	0.39	0.18	0.10	1.18		0.48	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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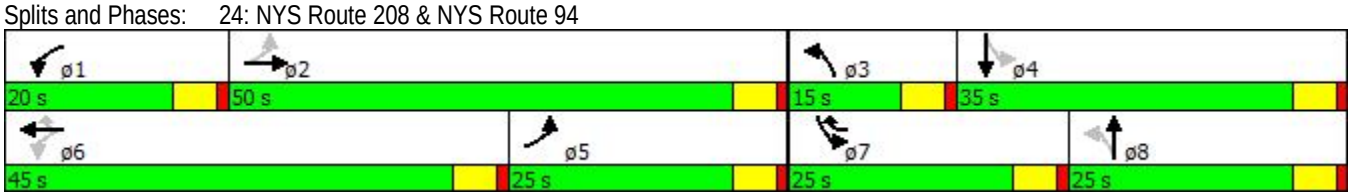
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.98	0.73		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	464	368	48	394	386	497	412	115	264	282	436	142
Arrive On Green	0.22	0.25	0.25	0.17	0.21	0.21	0.03	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1720	1453	188	1792	1881	1560	1791	499	1140	1792	1382	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1720	0	1640	1792	1881	1560	1791	0	1639	1792	0	1831
Q Serve(g_s), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Cycle Q Clear(g_c), s	0.0	0.0	18.6	14.5	13.7	3.2	1.6	0.0	20.0	7.1	0.0	5.6
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	464	0	415	394	386	497	412	0	379	282	0	578
V/C Ratio(X)	0.06	0.00	0.88	0.77	0.81	0.36	0.10	0.00	1.06	0.73	0.00	0.28
Avail Cap(c_a), veh/h	481	0	854	394	870	899	571	0	379	498	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	31.1	35.5	32.8	7.9	24.4	0.0	33.2	22.5	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.0	2.5	8.1	1.6	0.2	0.0	0.0	62.4	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	8.7	8.0	7.3	1.7	0.8	0.0	15.5	3.5	0.0	2.8
LnGrp Delay(d),s/veh	26.2	0.0	33.6	43.6	34.4	8.0	24.4	0.0	95.6	23.9	0.0	22.3
LnGrp LOS	C		C	D	C	A	C		F	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		33.1			31.9			88.7			23.2	
Approach LOS		C			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	26.9	7.3	32.3	24.2	22.7	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.5	20.6	3.6	7.6	2.0	15.7	9.1	22.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.1	1.2	1.7	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	621	559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	654	588	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	657	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	621	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	654	588	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	588	588	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	504	997	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	504	997	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	383	-	-
HCM Lane V/C Ratio	0.003	-	0.19	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.2
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 74.0 Intersection LOS: E
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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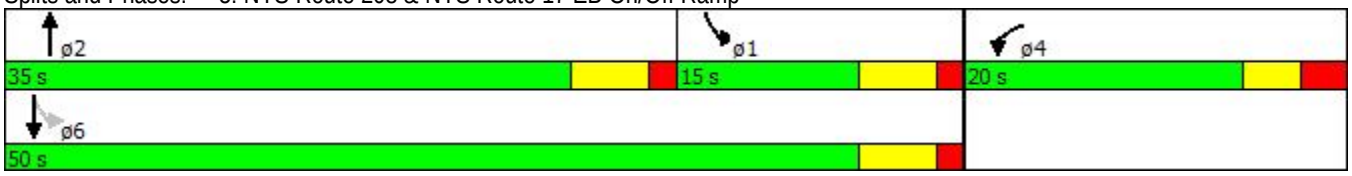
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1635		1853	1560		1861
Flt Permitted	0.97		1.00	1.00		0.55
Satd. Flow (perm)	1635		1853	1560		1041
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	62	639	243	334	580
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	122	0	639	243	0	914
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		46.0	66.2		46.0
Effective Green, g (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	227		1287	1560		723
v/s Ratio Prot	c0.07		0.34			
v/s Ratio Perm				0.16		c0.88
v/c Ratio	0.54		0.50	0.16		1.26
Uniform Delay, d1	26.5		4.7	0.0		10.1
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.2		1.4	0.2		129.8
Delay (s)	27.7		6.1	0.2		139.9
Level of Service	C		A	A		F
Approach Delay (s)	27.7		4.5			139.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

COMBINED CONDITIONS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1753	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1753	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	708	0	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	425	226	3	513	245	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	462	246	3	558	266	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	708	0	1149	585
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	564	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	900	-	~ 265	540
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	~ 264	540
Mov Cap-2 Maneuver	-	-	-	-	~ 264	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	620	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	100.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	900	-	265
HCM Lane V/C Ratio	-	-	0.004	-	1.013
HCM Control Delay (s)	-	-	9	0	100.3
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	10.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	15	57	318	0	16	422	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.926						0.999	
Flt Protected		0.997			0.998			0.992			0.998	
Satd. Flow (prot)	0	1681	0	0	1740	0	0	1789	0	0	1850	0
Flt Permitted		0.997			0.998			0.992			0.998	
Satd. Flow (perm)	0	1681	0	0	1740	0	0	1789	0	0	1850	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	18	67	374	0	19	440	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	33	0	0	441	0	0	461	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	15	57	318	0	16	422	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	18	67	374	0	19	440	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1002	986	441	1039	988	374	442	0	0	374	0	0
Stage 1	478	478	-	508	508	-	-	-	-	-	-	-
Stage 2	524	508	-	531	480	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	211	236	613	281	328	713	1129	-	-	1196	-	-
Stage 1	557	544	-	635	624	-	-	-	-	-	-	-
Stage 2	525	527	-	621	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	214	613	210	297	713	1129	-	-	1196	-	-
Mov Cap-2 Maneuver	184	214	-	210	297	-	-	-	-	-	-	-
Stage 1	515	533	-	587	577	-	-	-	-	-	-	-
Stage 2	462	487	-	503	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	14.2	1.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	439	423	1196	-	-
HCM Lane V/C Ratio	0.059	-	-	0.255	0.078	0.016	-	-
HCM Control Delay (s)	8.4	0	-	16	14.2	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	29	25	201	232	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907				0.992	
Flt Protected	0.985			0.995		
Satd. Flow (prot)	1723	0	0	1836	1867	0
Flt Permitted	0.985			0.995		
Satd. Flow (perm)	1723	0	0	1836	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	33	28	228	264	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	256	280	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	29	25	201	232	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	33	28	228	264	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	272	280	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	543	789	1294	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	529	789	1294	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1294	-	685	-	-
HCM Lane V/C Ratio	0.022	-	0.07	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920		0.968			
Flt Protected	0.980					0.991
Satd. Flow (prot)	1725	0	1826	0	0	1874
Flt Permitted	0.980					0.991
Satd. Flow (perm)	1725	0	1826	0	0	1874
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 134.6%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	90.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	195	703	223	197	831
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	203	732	232	205	866

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2124	848	0	0	965	0
Stage 1	848	-	-	-	-	-
Stage 2	1276	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	179	461	-	-	702	-
Stage 1	673	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 78	461	-	-	702	-
Mov Cap-2 Maneuver	~ 78	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 619.4	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	702	-
HCM Lane V/C Ratio	-	-	2.225	0.292	-
HCM Control Delay (s)	-	-	$ 619.4	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	28.2	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1710	0	1872	1591	0	1871
Flt Permitted	0.970					0.476
Satd. Flow (perm)	1710	0	1872	1591	0	908
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	0	1127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.68		0.56	0.15		1.85
Control Delay	32.8		8.5	0.2		405.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.8		8.5	0.2		405.4
LOS	C		A	A		F
Approach Delay	32.8		6.4			405.4
Approach LOS	C		A			F
Queue Length 50th (ft)	65		128	0		~718
Queue Length 95th (ft)	129		243	0		#993
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	406		1258	1591		610
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.52		0.56	0.15		1.85

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.3
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.85
Intersection Signal Delay: 206.4 Intersection LOS: F
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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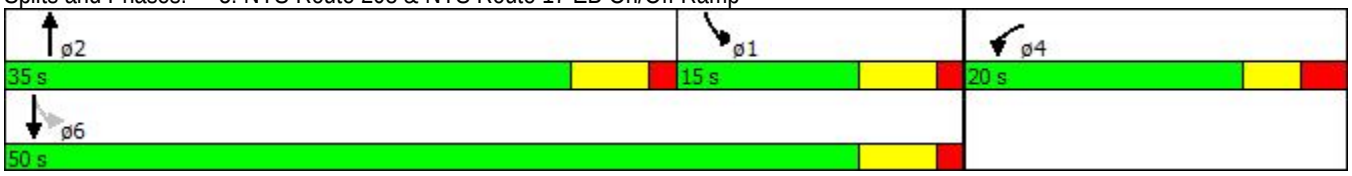
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	78	677	225	419	663
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1860	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	705	0	436	691
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	30
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1758	0	1872	1591	24	41
Grp Volume(v), veh/h	131	0	705	0	1127	0
Grp Sat Flow(s),veh/h/ln	1772	0	1872	1591	66	0
Q Serve(g_s), s	4.4	0.0	19.3	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	19.3	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.78	0.00	0.00	0.00
Avail Cap(c_a), veh/h	418	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	6.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	11.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	20.1	0.0	0.0	0.0
LnGrp LOS	C		C			
Approach Vol, veh/h	131		705			1127
Approach Delay, s/veh	29.8		20.1			0.0
Approach LOS	C		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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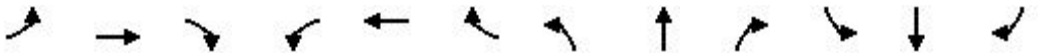

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.995			0.992	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1902	1591	0	1709	0
Flt Permitted		0.692			0.668			0.849			0.746	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1623	1591	0	1285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				245			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	332	0	492	313	0	962	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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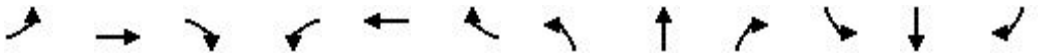

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.27			1.00	0.20		0.54	0.20		1.34	
Control Delay		14.4			78.6	0.3		12.7	0.3		182.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		12.7	0.3		182.3	
LOS		B			E	A		B	A		F	
Approach Delay		14.4			40.4			7.9			182.3	
Approach LOS		B			D			A			F	
Queue Length 50th (ft)		17			~150	0		123	0		~559	
Queue Length 95th (ft)		53			#309	0		203	0		#779	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		904	1591		718	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.20		0.54	0.20		1.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay: 82.7		Intersection LOS: F	
Intersection Capacity Utilization 113.4%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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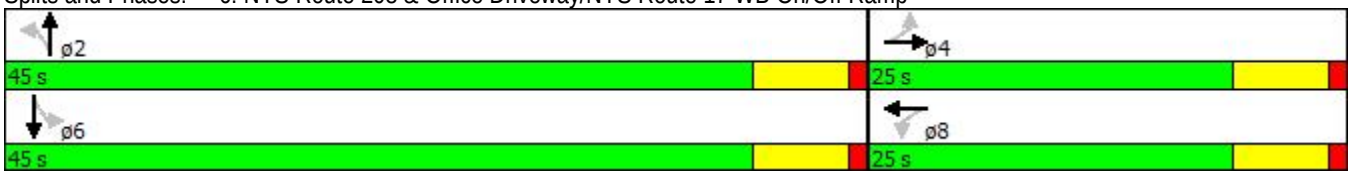
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1911	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	117	847	908	186	781	39
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	103	1484	1591	219	1369	69
Grp Volume(v), veh/h	98	0	0	348	0	0	492	0	0	962	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1587	0	1591	1657	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	27.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	10.0	0.0	0.0	37.8	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.11		1.00	0.15		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1010	0	908	1054	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.49	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1010	0	908	1054	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.4	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.7	0.0	0.0	13.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	19.7	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	10.1	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	B			C			B			C		
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		19.9			25.7			10.1			27.1	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	839	964	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.920	
Flt Protected		0.997			0.980	
Satd. Flow (prot)	0	1743	1741	0	1922	0
Flt Permitted		0.997			0.980	
Satd. Flow (perm)	0	1743	1741	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	865	994	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	926	1027	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	9.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	839	964	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	865	994	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	1997	1010
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	684	-	-	-	54	278
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	684	-	-	-	45	278
Mov Cap-2 Maneuver	-	-	-	-	45	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	270	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	193.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	684	-	89	-	-
HCM Lane V/C Ratio	0.089	-	1.043	-	-
HCM Control Delay (s)	10.8	0	193.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.1	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	863	975	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1826	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	899	1016	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	913	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	863	975	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	899	1016	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1947	1021	1027	0	-	0
Stage 1	1021	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	72	289	684	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	289	684	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	34	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	684	-	154	-	-
HCM Lane V/C Ratio	0.02	-	0.196	-	-
HCM Control Delay (s)	10.4	0	34	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	749	909	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1809	1858	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	814	988	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	819	1054	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	110.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	749	909	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	814	988	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1846	1021	1054	0	-	0
Stage 1	1021	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 67	274	668	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 66	274	668	-	-	-
Mov Cap-2 Maneuver	~ 66	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1067.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	668	-	70	-	-
HCM Lane V/C Ratio	0.008	-	3.09	-	-
HCM Control Delay (s)	10.4	$	1067.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	22	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	923	962	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	961	1002	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	972	1005	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	923	962	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	961	1002	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1988	1004	1005	0	-	0
Stage 1	1004	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	61	288	697	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	288	697	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	697	-	162	-	-
HCM Lane V/C Ratio	0.016	-	0.064	-	-
HCM Control Delay (s)	10.3	0	28.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	767	65	16	876	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.990			0.994	
Flt Protected		0.983			0.958			0.998			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1805	0	0	1833	0
Flt Permitted		0.983			0.958			0.930			0.981	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1682	0	0	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		6			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	799	68	17	912	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	909	0	0	971	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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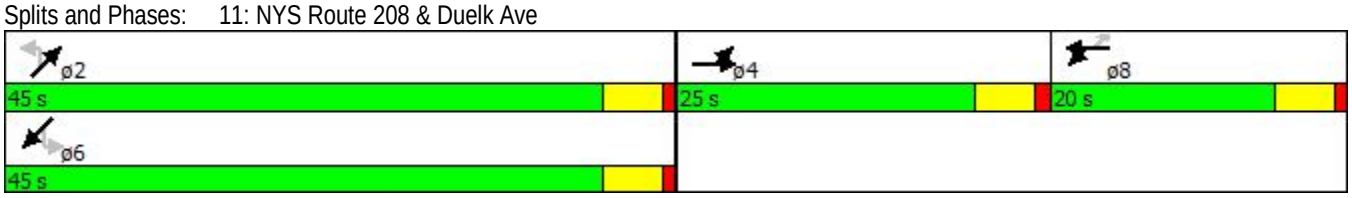
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.6			8.1	8.1		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.42			0.34	0.10		0.83			0.83	
Control Delay		24.5			32.8	0.7		23.3			22.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		23.3			22.7	
LOS		C			C	A		C			C	
Approach Delay		24.5			24.5			23.3			22.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		20			32	0		318			341	
Queue Length 95th (ft)		61			73	0		#680			#717	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1098			1175	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.83			0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	767	65	16	876	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	799	68	17	912	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	87	1015	84	65	1119	51
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	45	1613	134	12	1778	81
Grp Volume(v), veh/h	91	0	0	81	0	28	909	0	0	971	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1791	0	0	1872	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	22.7	0.0	0.0	24.8	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.07	0.02		0.04
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1187	0	0	1235	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.77	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1187	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	8.5	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	4.8	0.0	0.0	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	12.9	0.0	0.0	14.4	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	13.3	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			909			971	
Approach Delay, s/veh		33.1			32.7			13.3			14.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	796	901	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1815	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	856	969	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	885	975	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	796	901	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	856	969	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1886	972	975	0	-	0
Stage 1	972	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	64	293	716	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	293	716	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	716	-	151	-	-
HCM Lane V/C Ratio	0.041	-	0.299	-	-
HCM Control Delay (s)	10.2	0	38.7	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	791	15	5	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1815	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	851	16	5	966
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	867	0	0	971
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	791	15	5	898
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	851	16	5	966

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1835	859	0	0	867	0
Stage 1	859	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	115	386	-	-	785	-
Stage 1	483	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	113	386	-	-	785	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	31.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	154	785	-
HCM Lane V/C Ratio	-	-	0.112	0.007	-
HCM Control Delay (s)	-	-	31.3	9.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	795	902	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	828	940	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	830	942	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	795	902	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	828	940	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1773	941	942	0	-	0
Stage 1	941	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	306	736	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	306	736	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	35	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	736	-	122	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s)	9.9	0	35	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	790	6	18	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	823	6	19	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	829	0	0	943
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	790	6	18	887
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	823	6	19	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	826	0	0	829	0
Stage 1	826	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	110	393	-	-	811	-
Stage 1	475	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	393	-	-	811	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30.9	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	179	811	-
HCM Lane V/C Ratio	-	-	0.227	0.023	-
HCM Control Delay (s)	-	-	30.9	9.5	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	781	28	20	867	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	868	31	22	963	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	902	0	0	994	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	781	28	20	867	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	868	31	22	963	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1911	1918	968	1904	1907	883	972	0	0	899	0	0
Stage 1	1012	1012	-	890	890	-	-	-	-	-	-	-
Stage 2	899	906	-	1014	1017	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	76	319	73	95	374	717	-	-	764	-	-
Stage 1	308	338	-	395	422	-	-	-	-	-	-	-
Stage 2	354	376	-	344	376	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	71	319	66	88	374	717	-	-	764	-	-
Mov Cap-2 Maneuver	52	71	-	66	88	-	-	-	-	-	-	-
Stage 1	306	317	-	392	419	-	-	-	-	-	-	-
Stage 2	334	373	-	318	352	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.4	105.1	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	717	-	-	88	64	764	-	-
HCM Lane V/C Ratio	0.005	-	-	0.669	0.156	0.029	-	-
HCM Control Delay (s)	10	0	-	105.1	71.4	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.2	0.5	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	800	2	2	893
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	842	2	2	940
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	844	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	800	2	2	893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	842	2	2	940

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	843	0	0	844	0
Stage 1	843	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	122	393	-	-	801	-
Stage 1	490	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	393	-	-	801	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	185	801	-
HCM Lane V/C Ratio	-	-	0.023	0.003	-
HCM Control Delay (s)	-	-	24.9	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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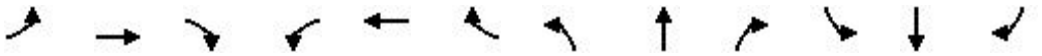

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	616	21	11	685	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	662	23	12	737	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	708	0	0	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	616	21	11	685	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	662	23	12	737	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1520	1524	770	1516	1547	674	804	0	0	685	0	0
Stage 1	794	794	-	719	719	-	-	-	-	-	-	-
Stage 2	726	730	-	797	828	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	110	395	108	126	467	829	-	-	918	-	-
Stage 1	368	385	-	440	453	-	-	-	-	-	-	-
Stage 2	402	414	-	400	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	103	395	99	117	467	829	-	-	918	-	-
Mov Cap-2 Maneuver	83	103	-	99	117	-	-	-	-	-	-	-
Stage 1	351	376	-	420	433	-	-	-	-	-	-	-
Stage 2	372	395	-	384	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.8	32	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	829	-	-	94	163	918	-	-
HCM Lane V/C Ratio	0.027	-	-	0.297	0.185	0.013	-	-
HCM Control Delay (s)	9.5	0	-	58.8	32	9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.7	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	752	6	2	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	775	6	2	949
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	775	6	2	949
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	752	6	2	921
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	775	6	2	949

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1729	775	0	0	775	0
Stage 1	775	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	437	-	-	850	-
Stage 1	517	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	437	-	-	850	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	156	850	-
HCM Lane V/C Ratio	-	-	0.066	0.002	-
HCM Control Delay (s)	-	-	29.7	9.2	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	22	215	24	24	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.987			
Flt Protected	0.984					0.995
Satd. Flow (prot)	1666	0	1802	0	0	1870
Flt Permitted	0.984					0.995
Satd. Flow (perm)	1666	0	1802	0	0	1870
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	13	25	244	27	27	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	271	0	0	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	11	22	215	24	24	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	12	25	244	27	27	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	258	0	0	272	0
Stage 1	258	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	475	781	-	-	1291	-
Stage 1	785	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	463	781	-	-	1291	-
Mov Cap-2 Maneuver	463	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	636	1291	-
HCM Lane V/C Ratio	-	-	0.059	0.021	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.183	
Satd. Flow (perm)	1770	1583	1900	1599	330	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		186		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	24	687	186	26	798
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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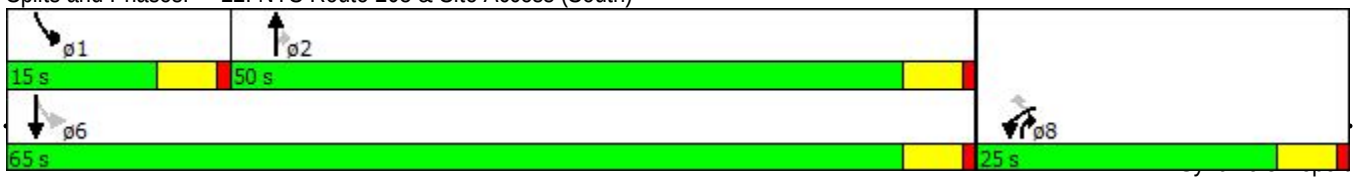
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	10.9	10.9	26.0	47.0	28.9	28.9
Actuated g/C Ratio	0.21	0.21	0.51	0.92	0.56	0.56
v/c Ratio	0.47	0.07	0.71	0.13	0.08	0.75
Control Delay	26.2	11.3	15.9	0.5	5.1	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	11.3	15.9	0.5	5.1	13.2
LOS	C	B	B	A	A	B
Approach Delay	24.4		12.6			12.9
Approach LOS	C		B			B
Queue Length 50th (ft)	38	0	100	0	2	129
Queue Length 95th (ft)	140	19	374	8	12	332
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	794	723	1611	1514	496	1750
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.43	0.12	0.05	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 51.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	162	22	632	171	24	734
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	176	24	687	186	26	798
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	246	220	925	1000	344	1189
Arrive On Green	0.14	0.14	0.49	0.49	0.03	0.63
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	176	24	687	186	26	798
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	4.1	0.6	12.7	2.2	0.3	11.8
Cycle Q Clear(g_c), s	4.1	0.6	12.7	2.2	0.3	11.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	246	220	925	1000	344	1189
V/C Ratio(X)	0.71	0.11	0.74	0.19	0.08	0.67
Avail Cap(c_a), veh/h	813	725	1958	1870	695	2585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	16.4	9.0	3.5	6.8	5.1
Incr Delay (d2), s/veh	1.5	0.1	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.3	6.6	1.3	0.1	6.1
LnGrp Delay(d),s/veh	19.4	16.5	9.5	3.5	6.8	5.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	200		873			824
Approach Delay, s/veh	19.1		8.2			5.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.4	26.3				32.6		11.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	14.7				13.8		6.1
Green Ext Time (p_c), s	0.0	6.6				6.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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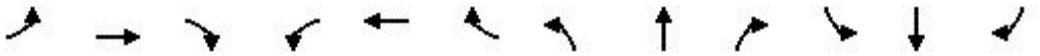

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	200	14	8	226	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	230	16	9	260	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	246	0	0	269	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	200	14	8	226	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	230	16	9	260	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	246	0	0	516	516	238	525	524	260
Stage 1	-	-	-	-	-	-	238	238	-	278	278	-
Stage 2	-	-	-	-	-	-	278	278	-	247	246	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1316	-	-	1332	-	-	501	493	817	453	448	778
Stage 1	-	-	-	-	-	-	790	731	-	722	674	-
Stage 2	-	-	-	-	-	-	756	706	-	751	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1332	-	-	498	489	817	441	444	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	489	-	441	444	-
Stage 1	-	-	-	-	-	-	790	731	-	722	669	-
Stage 2	-	-	-	-	-	-	750	700	-	735	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	602	1316	-	-	1332	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.4	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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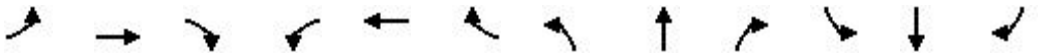

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	31	278	313	290	37	135	191	173	162	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1773	0	1668	1818	1583	1661	1601	0	1762	1821	0
Flt Permitted	0.550			0.207			0.613			0.147		
Satd. Flow (perm)	914	1773	0	359	1818	1505	1048	1601	0	273	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				326					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	35	312	352	326	42	152	215	194	182	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	435	0	312	352	326	42	367	0	194	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	29.1	28.8		34.4	34.4	48.4	25.2	20.1		39.1	32.8	
Actuated g/C Ratio	0.30	0.29		0.35	0.35	0.49	0.26	0.21		0.40	0.33	
v/c Ratio	0.11	0.83		0.95	0.55	0.36	0.14	1.12		0.61	0.38	
Control Delay	27.5	47.5		72.8	34.4	2.2	21.0	124.5		29.3	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.5	47.5		72.8	34.4	2.2	21.0	124.5		29.3	27.5	
LOS	C	D		E	C	A	C	F		C	C	
Approach Delay		45.9			35.9			113.9			28.3	
Approach LOS		D			D			F			C	
Queue Length 50th (ft)	17	248		~196	206	0	16	~274		83	113	
Queue Length 95th (ft)	44	#427		#388	#351	21	38	#477		138	185	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	414	566		327	640	1190	385	328		643	846	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.95	0.55	0.27	0.11	1.12		0.30	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 50.4 Intersection LOS: D
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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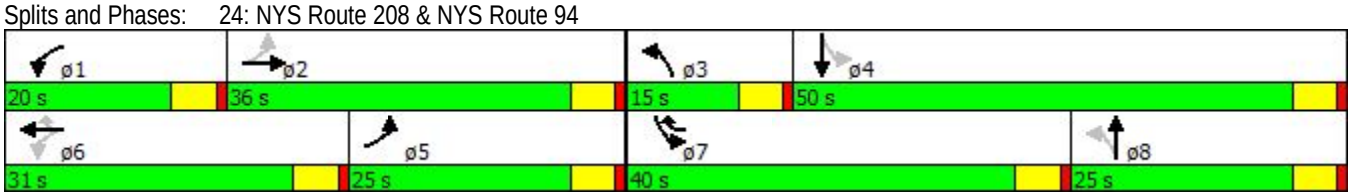
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	31	278	313	290	37	135	191	173	162	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	35	312	352	326	42	152	215	194	182	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	478	435	38	376	414	509	342	153	216	275	428	120
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1518	133	1792	1881	1547	1723	692	979	1828	1426	400
Grp Volume(v), veh/h	39	0	435	312	352	326	42	0	367	194	0	233
Grp Sat Flow(s),veh/h/ln	1720	0	1651	1792	1881	1547	1723	0	1671	1828	0	1826
Q Serve(g_s), s	0.0	0.0	23.1	15.0	16.2	6.7	1.7	0.0	19.9	7.0	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.0	23.1	15.0	16.2	6.7	1.7	0.0	19.9	7.0	0.0	9.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	478	0	473	376	414	509	342	0	369	275	0	548
V/C Ratio(X)	0.08	0.00	0.92	0.83	0.85	0.64	0.12	0.00	0.99	0.71	0.00	0.42
Avail Cap(c_a), veh/h	478	0	566	376	540	612	486	0	369	788	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.3	33.8	9.1	26.3	0.0	35.2	24.1	0.0	25.4
Incr Delay (d2), s/veh	0.0	0.0	17.1	13.5	7.9	0.9	0.1	0.0	45.2	1.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.8	1.8	9.3	3.2	0.8	0.0	13.7	3.5	0.0	4.7
LnGrp Delay(d),s/veh	26.7	0.0	48.4	49.8	41.7	9.9	26.3	0.0	80.4	25.4	0.0	25.6
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		474			990			409			427	
Approach Delay, s/veh		46.6			33.8			74.8			25.5	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	30.9	7.4	32.2	26.0	24.9	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	25.1	3.7	11.3	2.0	18.2	9.0	21.9
Green Ext Time (p_c), s	0.0	0.8	0.0	2.3	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	646	701	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	695	754	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	703	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	646	701	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	695	754	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1464	754	755	0	-	0
Stage 1	754	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	132	404	865	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	404	865	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	865	-	290	-	-
HCM Lane V/C Ratio	0.009	-	0.26	-	-
HCM Control Delay (s)	9.2	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1710	0	1872	1591	0	1871
Flt Permitted	0.970					0.476
Satd. Flow (perm)	1710	0	1872	1591	0	908
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	0	1127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.68		0.56	0.15		1.85
Control Delay	32.8		8.5	0.2		405.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.8		8.5	0.2		405.4
LOS	C		A	A		F
Approach Delay	32.8		6.4			405.4
Approach LOS	C		A			F
Queue Length 50th (ft)	65		128	0		~718
Queue Length 95th (ft)	129		243	0		#993
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	406		1258	1591		610
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.52		0.56	0.15		1.85

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.3
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.85
Intersection Signal Delay: 206.4 Intersection LOS: F
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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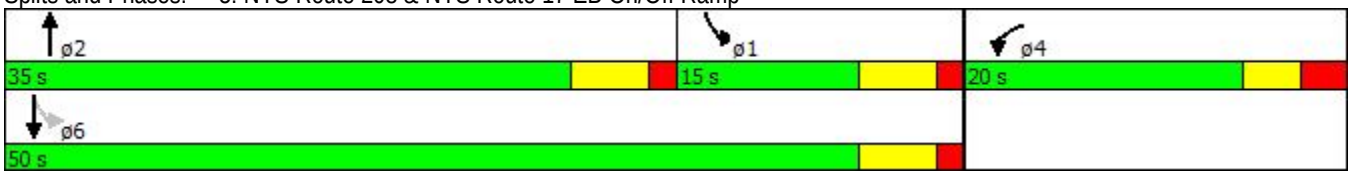
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1710		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.48
Satd. Flow (perm)	1710		1872	1591		909
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	81	705	234	436	691
RTOR Reduction (vph)	34	0	0	0	0	0
Lane Group Flow (vph)	177	0	705	234	0	1127
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.7		44.6	66.3		44.6
Effective Green, g (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	275		1259	1591		611
v/s Ratio Prot	c0.10		0.38			
v/s Ratio Perm				0.15		c1.24
v/c Ratio	0.65		0.56	0.15		1.84
Uniform Delay, d1	26.0		5.7	0.0		10.8
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.9		1.8	0.2		386.4
Delay (s)	29.9		7.5	0.2		397.2
Level of Service	C		A	A		F
Approach Delay (s)	29.9		5.7			397.2
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	201.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	119.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	324	128	0	602	307	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	41					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	377	149	0	700	357	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	526	0	0	700	358	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Maximum Green (s)	55.0		55.0	55.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.47			0.61	0.83	
Control Delay	10.1			13.4	48.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.1			13.4	48.7	
Queue Length 50th (ft)	129			216	191	
Queue Length 95th (ft)	213			342	260	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1119			1151	496	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.47			0.61	0.72	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	324	128	0	602	307	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	377	149	0	700	357	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	827	327	0	1214	396	1
Arrive On Green	0.66	0.66	0.00	0.66	0.23	0.23
Sat Flow, veh/h	1250	494	0	1836	1739	5
Grp Volume(v), veh/h	0	526	0	700	359	0
Grp Sat Flow(s),veh/h/ln	0	1744	0	1836	1749	0
Q Serve(g_s), s	0.0	13.2	0.0	18.8	18.0	0.0
Cycle Q Clear(g_c), s	0.0	13.2	0.0	18.8	18.0	0.0
Prop In Lane		0.28	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1153	0	1214	398	0
V/C Ratio(X)	0.00	0.46	0.00	0.58	0.90	0.00
Avail Cap(c_a), veh/h	0	1153	0	1214	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.4	0.0	8.3	33.8	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	2.0	16.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	0.0	10.0	10.4	0.0
LnGrp Delay(d),s/veh	0.0	8.7	0.0	10.3	49.7	0.0
LnGrp LOS		A		B	D	
Approach Vol, veh/h	526			700	359	
Approach Delay, s/veh	8.7			10.3	49.7	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		64.5				64.5		25.5
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		15.2				20.8		20.0
Green Ext Time (p_c), s		4.4				4.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	142	428	113	175	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.405	
Satd. Flow (perm)	1858	1552	1845	1493	708	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		153		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	153	460	122	188	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	153	460	122	188	1177
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	43.0	17.0	80.0	43.0	17.0	97.0
Total Split (%)	30.7%	12.1%	57.1%	30.7%	12.1%	69.3%
Maximum Green (s)	38.0	12.0	75.0	38.0	12.0	92.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.74	0.28	0.39	0.10	0.31	0.91
Control Delay	63.1	5.9	13.3	0.5	6.3	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	5.9	13.3	0.5	6.3	26.1
Queue Length 50th (ft)	175	0	165	0	36	635
Queue Length 95th (ft)	263	47	295	9	76	#1278
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	576	581	1168	1448	625	1287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.26	0.39	0.08	0.30	0.91

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 122.7
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	142	428	113	175	1095
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	153	460	122	188	1177
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	285	338	1240	1320	619	1403
Arrive On Green	0.15	0.15	0.67	0.67	0.05	0.76
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	153	460	122	188	1177
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	14.4	9.7	13.1	1.7	3.7	50.8
Cycle Q Clear(g_c), s	14.4	9.7	13.1	1.7	3.7	50.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	285	338	1240	1320	619	1403
V/C Ratio(X)	0.81	0.45	0.37	0.09	0.30	0.84
Avail Cap(c_a), veh/h	588	608	1240	1320	707	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	42.1	8.6	2.0	5.8	9.4
Incr Delay (d2), s/veh	5.4	0.9	0.9	0.1	0.3	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	4.5	6.9	1.5	1.8	27.6
LnGrp Delay(d),s/veh	54.6	43.0	9.5	2.1	6.1	15.5
LnGrp LOS	D	D	A	A	A	B
Approach Vol, veh/h	383		582			1365
Approach Delay, s/veh	50.0		7.9			14.2
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.1	85.9				97.0		23.4
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	12.0	75.0				92.0		38.0
Max Q Clear Time (g_c+I1), s	5.7	15.1				52.8		16.4
Green Ext Time (p_c), s	0.4	17.5				15.7		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	107	616	355	480	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927			0.850		
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.978				0.139	
Satd. Flow (perm)	1697	0	1818	1575	256	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			263		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	115	662	382	516	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	662	382	516	603
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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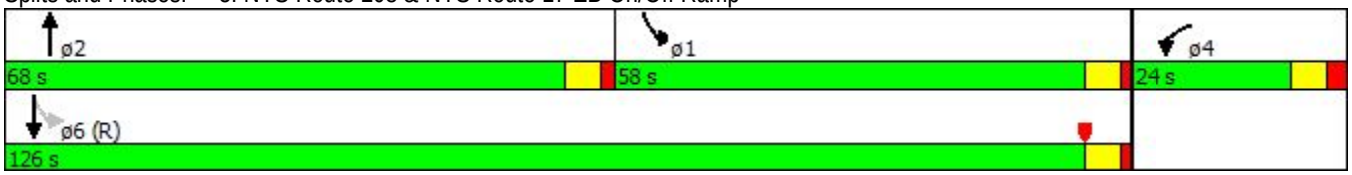
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	24.0		68.0		58.0	126.0
Total Split (%)	16.0%		45.3%		38.7%	84.0%
Maximum Green (s)	17.5		62.5		52.5	120.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.95		0.87	0.24	0.71	0.40
Control Delay	103.4		53.7	0.4	45.2	6.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	103.4		53.7	0.4	45.2	6.3
Queue Length 50th (ft)	179		590	0	382	231
Queue Length 95th (ft)	#343		#818	0	m391	m212
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	226		760	1575	729	1514
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.87	0.24	0.71	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	107	616	355	480	561
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	662	0	516	603
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	757	656	716	1511
Arrive On Green	0.07	0.00	0.42	0.00	0.23	0.54
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	662	0	516	603
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	50.1	0.0	31.3	28.3
Cycle Q Clear(g_c), s	8.1	0.0	50.1	0.0	31.3	28.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	757	656	716	1511
V/C Ratio(X)	0.82	0.00	0.87	0.00	0.72	0.40
Avail Cap(c_a), veh/h	208	0	757	656	716	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	40.1	0.0	45.7	13.3
Incr Delay (d2), s/veh	5.1	0.0	13.3	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	28.0	0.0	19.4	14.7
LnGrp Delay(d),s/veh	74.1	0.0	53.5	0.0	46.0	13.4
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		662			1119
Approach Delay, s/veh	74.1		53.5			28.4
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	58.0	68.0		16.6		126.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	52.5	62.5		17.5		120.5		
Max Q Clear Time (g_c+I1), s	33.3	52.1		10.1		30.3		
Green Ext Time (p_c), s	1.4	1.5		0.1		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	157	60	287	358	187	868	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.069			0.504		
Satd. Flow (perm)	0	1709	0	0	1808	1599	130	1731	1607	911	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			389		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	183	70	334	416	217	1009	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	183	70	334	416	217	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		32.0	32.0		12.0	93.0		12.0	93.0	
Total Split (%)	8.7%	8.7%		21.3%	21.3%		8.0%	62.0%		8.0%	62.0%	
Maximum Green (s)	7.0	7.0		26.0	26.0		6.0	87.0		6.0	87.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.54			0.80	0.11	0.43	0.31	0.26	0.32	1.00	
Control Delay		64.2			85.6	0.1	26.4	20.8	0.2	10.8	46.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		64.2			85.6	0.1	26.4	20.8	0.2	10.8	46.2	
Queue Length 50th (ft)		26			184	0	35	143	0	80	~1098	
Queue Length 95th (ft)		68			249	0	m45	m185	m0	m99	m#1238	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		101			313	1599	164	1074	1607	679	1044	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.50			0.61	0.11	0.43	0.31	0.26	0.32	1.00	

Intersection Summary

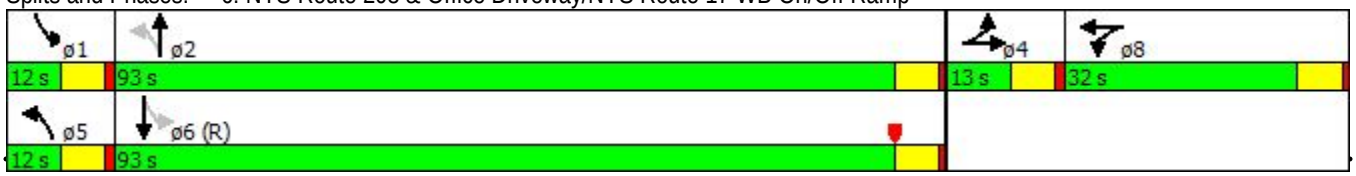
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	157	60	287	358	187	868	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	334	0	217	1009	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	100	1076	932	610	1007	37
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.58	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1700	62
Grp Volume(v), veh/h	50	0	0	191	0	0	70	334	0	217	0	1046
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.8	0.0	6.0	0.0	88.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.8	0.0	6.0	0.0	88.3
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	100	1076	932	610	0	1044
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.70	0.31	0.00	0.36	0.00	1.00
Avail Cap(c_a), veh/h	79	0	0	313	0	277	122	1076	932	610	0	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.37	0.37	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	37.2	16.1	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	14.1	0.0	0.0	5.0	0.3	0.0	0.4	0.0	28.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	8.6	0.0	0.0	1.8	7.1	0.0	3.9	0.0	8.2
LnGrp Delay(d),s/veh	98.8	0.0	0.0	78.3	0.0	0.0	42.2	16.4	0.0	15.5	0.0	28.4
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			404			1263	
Approach Delay, s/veh		98.8			78.3			20.9			26.2	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	93.0		11.6	10.2	94.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	87.0		7.0	6.0	87.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.8		6.4	4.4	90.3		17.6
Green Ext Time (p_c), s	0.0	11.3		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	473	1175	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.118				0.950	
Satd. Flow (perm)	204	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			108
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	509	1263	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	509	1272	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.23	0.36	0.90		0.07	0.55
Control Delay	6.3	3.3	18.5		35.0	19.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.3	3.3	18.5		35.0	19.7
Queue Length 50th (ft)	3	46	327		4	6
Queue Length 95th (ft)	18	115	#966		18	54
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	170	1416	1415		309	364
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.23	0.36	0.90		0.03	0.33

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	473	1175	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	509	1263	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	192	1392	1380	10	171	153
Arrive On Green	0.77	0.77	0.77	0.77	0.10	0.10
Sat Flow, veh/h	431	1818	1803	13	1756	1568
Grp Volume(v), veh/h	39	509	0	1272	9	120
Grp Sat Flow(s),veh/h/ln	431	1818	0	1816	1756	1568
Q Serve(g_s), s	5.7	6.7	0.0	40.0	0.3	5.5
Cycle Q Clear(g_c), s	45.7	6.7	0.0	40.0	0.3	5.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	192	1392	0	1390	171	153
V/C Ratio(X)	0.20	0.37	0.00	0.92	0.05	0.79
Avail Cap(c_a), veh/h	246	1619	0	1618	361	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	2.8	0.0	6.7	29.9	32.2
Incr Delay (d2), s/veh	0.2	0.1	0.0	7.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	0.0	22.2	0.2	2.5
LnGrp Delay(d),s/veh	24.8	2.8	0.0	13.8	29.9	35.5
LnGrp LOS	C	A		B	C	D
Approach Vol, veh/h		548	1272		129	
Approach Delay, s/veh		4.4	13.8		35.1	
Approach LOS		A	B		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.9		12.1		60.9		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		47.7		7.5		42.0		
Green Ext Time (p_c), s		8.2		0.2		9.3		

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	470	1088	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1766	0
Flt Permitted	0.961			0.961		
Satd. Flow (perm)	1667	0	0	1689	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				29	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	511	1183	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	516	1422	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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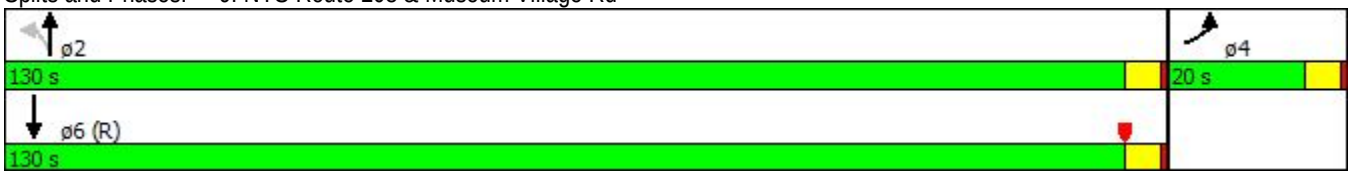
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Maximum Green (s)	15.0		125.0	125.0	125.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.67			0.37	0.96	
Control Delay	80.4			1.8	27.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			1.8	27.7	
Queue Length 50th (ft)	105			30	940	
Queue Length 95th (ft)	#189			37	#1650	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1407	1476	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.37	0.96	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	470	1088	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1870	1938
Adj Flow Rate, veh/h	93	23	5	511	1183	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	28	1476	1259	254
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	5	1772	1510	305
Grp Volume(v), veh/h	117	0	516	0	0	1422
Grp Sat Flow(s),veh/h/ln	1716	0	1776	0	0	1816
Q Serve(g_s), s	9.9	0.0	0.7	0.0	0.0	90.3
Cycle Q Clear(g_c), s	9.9	0.0	91.0	0.0	0.0	90.3
Prop In Lane	0.79	0.20	0.01			0.17
Lane Grp Cap(c), veh/h	172	0	1504	0	0	1513
V/C Ratio(X)	0.68	0.00	0.34	0.00	0.00	0.94
Avail Cap(c_a), veh/h	172	0	1504	0	0	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	2.9	0.0	0.0	9.6
Incr Delay (d2), s/veh	19.7	0.0	0.1	0.0	0.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	4.9	0.0	0.0	49.2
LnGrp Delay(d),s/veh	84.9	0.0	3.0	0.0	0.0	22.3
LnGrp LOS	F		A			C
Approach Vol, veh/h	117			516	1422	
Approach Delay, s/veh	84.9			3.0	22.3	
Approach LOS	F			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		93.0		11.9		92.3		
Green Ext Time (p_c), s		11.5		0.1		11.6		

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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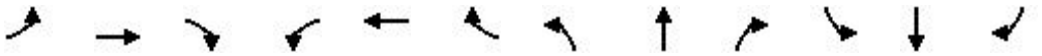

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	268	458	107	69	101	144	104	98	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.912			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1699	0	1604	1749	1538	1645	1533	0	1678	1609	0
Flt Permitted	0.481			0.230			0.517			0.344		
Satd. Flow (perm)	773	1699	0	385	1749	1462	878	1533	0	601	1609	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	291	498	116	75	110	157	113	107	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	291	498	116	75	267	0	113	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	18.0	10.0	22.0		18.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.82		0.83	0.78	0.16	0.23	0.74		0.33	0.53	
Control Delay	29.1	45.7		47.2	37.0	3.5	21.2	47.7		21.9	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.1	45.7		47.2	37.0	3.5	21.2	47.7		21.9	27.1	
Queue Length 50th (ft)	27	192		134	263	6	26	138		40	100	
Queue Length 95th (ft)	60	313		#299	433	24	65	#310		91	221	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	464	874		349	796	885	393	387		458	591	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.83	0.63	0.13	0.19	0.69		0.25	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	268	458	107	69	101	144	104	98	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	291	498	116	75	110	157	113	107	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	326	361	61	397	570	597	273	141	202	293	155	243
Arrive On Green	0.13	0.27	0.27	0.17	0.31	0.31	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1654	1355	228	1723	1810	1514	1706	659	940	1741	633	994
Grp Volume(v), veh/h	61	0	368	291	498	116	75	0	267	113	0	275
Grp Sat Flow(s),veh/h/ln	1654	0	1583	1723	1810	1514	1706	0	1599	1741	0	1628
Q Serve(g_s), s	0.0	0.0	16.7	11.1	19.6	1.8	2.6	0.0	11.9	3.7	0.0	11.6
Cycle Q Clear(g_c), s	0.0	0.0	16.7	11.1	19.6	1.8	2.6	0.0	11.9	3.7	0.0	11.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.61
Lane Grp Cap(c), veh/h	326	0	422	397	570	597	273	0	343	293	0	399
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.27	0.00	0.78	0.39	0.00	0.69
Avail Cap(c_a), veh/h	555	0	945	439	961	924	417	0	467	573	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	26.4	24.2	24.4	4.7	22.1	0.0	27.9	21.2	0.0	25.9
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.6	2.4	0.1	0.2	0.0	3.8	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.5	5.8	10.1	0.9	1.2	0.0	5.6	1.8	0.0	5.3
LnGrp Delay(d),s/veh	28.5	0.0	28.6	28.8	26.8	4.8	22.3	0.0	31.7	21.5	0.0	26.7
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			905			342			388	
Approach Delay, s/veh		28.6			24.6			29.6			25.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	25.1	8.6	23.5	14.6	28.7	10.9	21.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	13.1	18.7	4.6	13.6	2.0	21.6	5.7	13.9
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	107	616	355	480	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927			0.850		
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.978				0.210	
Satd. Flow (perm)	1697	0	1818	1575	387	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			263		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	115	662	382	516	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	662	382	516	603
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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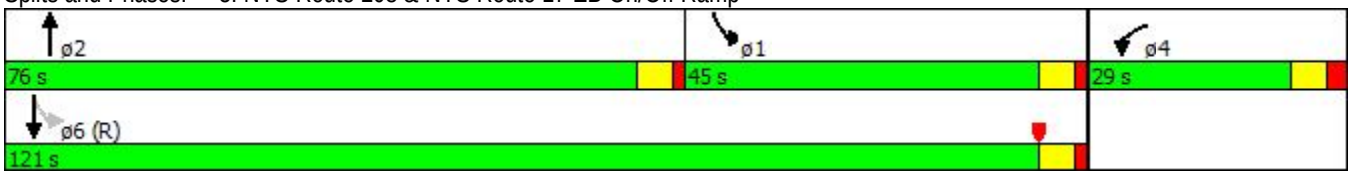
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	29.0		76.0		45.0	121.0
Total Split (%)	19.3%		50.7%		30.0%	80.7%
Maximum Green (s)	22.5		70.5		39.5	115.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.86		0.74	0.24	0.78	0.41
Control Delay	83.5		37.6	0.4	47.1	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.5		37.6	0.4	47.1	8.5
Queue Length 50th (ft)	173		521	0	294	272
Queue Length 95th (ft)	#285		701	0	m349	m297
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	282		892	1575	665	1488
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.75		0.74	0.24	0.78	0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	107	616	355	480	561
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	662	0	516	603
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	854	740	628	1449
Arrive On Green	0.07	0.00	0.47	0.00	0.18	0.52
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	662	0	516	603
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	45.5	0.0	27.7	29.6
Cycle Q Clear(g_c), s	8.1	0.0	45.5	0.0	27.7	29.6
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	121	0	854	740	628	1449
V/C Ratio(X)	0.81	0.00	0.77	0.00	0.82	0.42
Avail Cap(c_a), veh/h	268	0	854	740	628	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.27	0.27
Uniform Delay (d), s/veh	69.0	0.0	33.1	0.0	49.9	15.5
Incr Delay (d2), s/veh	4.9	0.0	6.8	0.0	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	24.4	0.0	20.7	15.5
LnGrp Delay(d),s/veh	73.9	0.0	39.9	0.0	52.2	15.8
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		662			1119
Approach Delay, s/veh	73.9		39.9			32.6
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	45.0	76.0		16.6		121.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	39.5	70.5		22.5		115.5		
Max Q Clear Time (g_c+I1), s	29.7	47.5		10.1		31.6		
Green Ext Time (p_c), s	1.3	1.9		0.2		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	157	60	287	358	187	868	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.086			0.506		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	163	1731	1607	914	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			183			389		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	183	70	334	416	217	1009	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	183	70	334	416	217	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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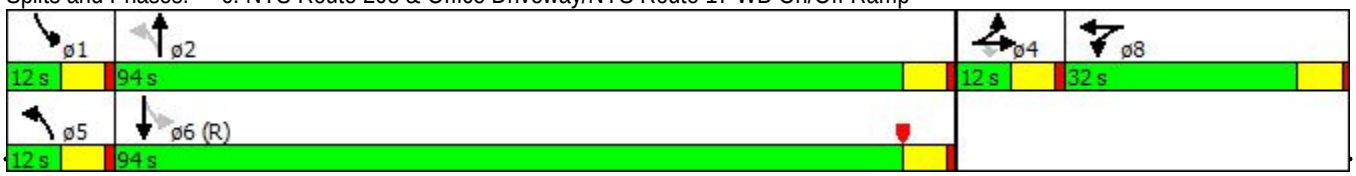
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0	6.0	26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.39	0.15	0.67	0.15	0.11	0.37	0.30	0.26	0.31	0.98	
Control Delay		86.9	1.9	75.9	58.7	0.1	19.1	21.3	0.3	9.2	39.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	19.1	21.3	0.3	9.2	39.0	
Queue Length 50th (ft)		25	0	149	30	0	30	160	0	74	~878	
Queue Length 95th (ft)		58	0	208	61	0	m56	240	0	m93	m#1227	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	191	1098	1607	705	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.11	0.37	0.30	0.26	0.31	0.98	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	157	60	287	358	187	868	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	334	0	217	1009	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	417	1088	943	618	1019	37
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1700	62
Grp Volume(v), veh/h	26	0	24	157	34	0	70	334	0	217	0	1046
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.6	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.6	0.0	6.0	0.0	0.0
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	417	1088	943	618	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.17	0.31	0.00	0.35	0.00	0.99
Avail Cap(c_a), veh/h	72	0	63	334	326	277	440	1088	943	618	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.59	0.59	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	11.6	15.6	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	0.1	0.4	0.0	0.3	0.0	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.2	7.1	0.0	3.8	0.0	7.5
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	11.7	16.1	0.0	14.9	0.0	25.5
LnGrp LOS	E		E	E	E		B	B		B		C
Approach Vol, veh/h		50			191			404			1263	
Approach Delay, s/veh		77.0			66.1			15.3			23.7	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.6		4.3	4.3	2.0		14.8
Green Ext Time (p_c), s	0.0	11.4		0.0	0.0	11.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	469	1148	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.962		
Satd. Flow (perm)	1877	0	0	1742	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	504	1234	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	518	1239	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.27			0.38	0.89	
Control Delay	21.7			3.4	16.4	
Queue Delay	0.0			0.0	0.7	
Total Delay	21.7			3.4	17.1	
Queue Length 50th (ft)	7			52	289	
Queue Length 95th (ft)	43			99	#777	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	427			1562	1590	
Starvation Cap Reductn	0			0	115	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.12			0.33	0.84	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 78.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	469	1148	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	504	1234	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	27	76	68	1426	1442	6
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	440	1227	16	1806	1827	7
Grp Volume(v), veh/h	54	0	518	0	0	1239
Grp Sat Flow(s),veh/h/ln	1699	0	1822	0	0	1835
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	29.4
Cycle Q Clear(g_c), s	2.1	0.0	5.4	0.0	0.0	29.4
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	105	0	1493	0	0	1448
V/C Ratio(X)	0.52	0.00	0.35	0.00	0.00	0.86
Avail Cap(c_a), veh/h	405	0	2035	0	0	2024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	2.1	0.0	0.0	4.6
Incr Delay (d2), s/veh	3.9	0.0	0.1	0.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.8	0.0	0.0	15.2
LnGrp Delay(d),s/veh	34.4	0.0	2.2	0.0	0.0	7.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	54			518	1239	
Approach Delay, s/veh	34.4			2.2	7.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				57.9		9.1		57.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.4		4.1		31.4
Green Ext Time (p_c), s				25.7		0.1		21.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	550	1307	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.997		
Satd. Flow (perm)	1603	0	0	1803	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	87					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	591	1405	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	593	1406	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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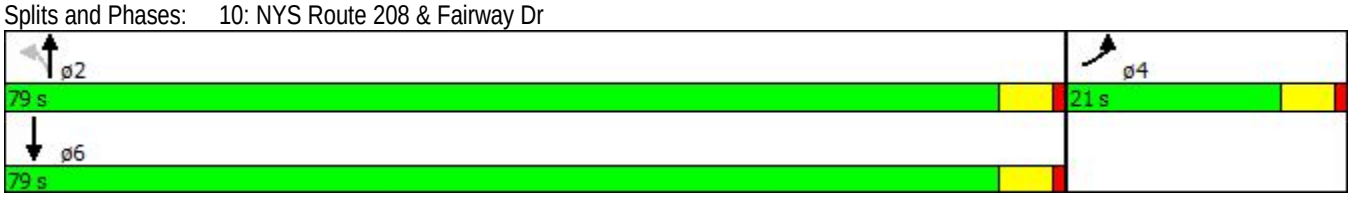
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.40	0.92	
Control Delay	0.0			2.9	18.1	
Queue Delay	0.0			0.0	1.3	
Total Delay	0.0			2.9	19.5	
Queue Length 50th (ft)	0			58	391	
Queue Length 95th (ft)	0			88	#1015	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	358			1490	1525	
Starvation Cap Reductn	0			0	36	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.40	0.94	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	550	1307	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	591	1405	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	42	46	1489	1522	1
Arrive On Green	0.00	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	0	852	1	1805	1844	1
Grp Volume(v), veh/h	0	2	593	0	0	1406
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	44.8
Cycle Q Clear(g_c), s	0.0	0.1	6.8	0.0	0.0	44.8
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	85	1535	0	0	1523
V/C Ratio(X)	0.00	0.02	0.39	0.00	0.00	0.92
Avail Cap(c_a), veh/h	0	340	1709	0	0	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.2	1.8	0.0	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.4	0.0	0.0	25.0
LnGrp Delay(d),s/veh	0.0	36.3	2.0	0.0	0.0	13.5
LnGrp LOS		D	A			B
Approach Vol, veh/h	2			593	1406	
Approach Delay, s/veh	36.3			2.0	13.5	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		71.2		9.0		71.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		8.8		2.1		46.8		
Green Ext Time (p_c), s		32.9		0.0		19.3		

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	438	21	18	1020	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1751	0	0	1761	0
Flt Permitted		0.986			0.960			0.928			0.989	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1628	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				59		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	461	22	19	1074	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	506	0	0	1144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	20.0	20.0		30.0	30.0	30.0	80.0	80.0		80.0	80.0	
Total Split (%)	15.4%	15.4%		23.1%	23.1%	23.1%	61.5%	61.5%		61.5%	61.5%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	15.0	15.0		25.0	25.0	25.0	75.0	75.0		75.0	75.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.50			0.51	0.12		0.44			0.92	
Control Delay		31.7			55.2	1.8		9.0			28.6	
Queue Delay		0.0			0.0	0.0		0.3			45.7	
Total Delay		31.7			55.2	1.8		9.3			74.3	
Queue Length 50th (ft)		19			67	0		132			600	
Queue Length 95th (ft)		69			125	3		253			#1156	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		309			456	399		1160			1242	
Starvation Cap Reductn		0			0	0		235			209	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.27			0.22	0.06		0.55			1.11	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 105.9
Natural Cycle: 100
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	438	21	18	1020	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1825	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	461	22	19	1074	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	29	6	70	115	22	106	64	1143	53	45	1231	58
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	475	103	1135	1530	288	1411	39	1588	74	14	1711	80
Grp Volume(v), veh/h	83	0	0	101	0	25	506	0	0	1144	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1702	0	0	1805	0	0
Q Serve(g_s), s	5.0	0.0	0.0	5.7	0.0	1.7	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	5.7	0.0	1.7	11.3	0.0	0.0	49.9	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.04	0.02		0.04
Lane Grp Cap(c), veh/h	105	0	0	136	0	106	1261	0	0	1334	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.24	0.40	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	247	0	0	436	0	339	1261	0	0	1334	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	47.2	0.0	45.4	5.7	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	7.7	0.0	1.1	1.0	0.0	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	3.2	0.0	0.7	6.0	0.0	0.0	27.2	0.0	0.0
LnGrp Delay(d),s/veh	53.1	0.0	0.0	54.9	0.0	46.5	6.6	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	D			D		D	A			B		
Approach Vol, veh/h		83			126			506			1144	
Approach Delay, s/veh		53.1			53.3			6.6			18.3	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		80.0		11.4		80.0		12.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		75.0		15.0		75.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		7.0		0.0		7.7
Green Ext Time (p_c), s		0.0		0.1		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	476	1062	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.982		
Satd. Flow (perm)	1623	0	0	1728	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	506	1130	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	515	1136	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.20			0.40	0.88	
Control Delay	22.0			3.9	15.5	
Queue Delay	0.0			0.1	0.0	
Total Delay	22.0			4.1	15.5	
Queue Length 50th (ft)	4			51	227	
Queue Length 95th (ft)	36			97	500	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	435			1628	1644	
Starvation Cap Reductn	0			372	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.09			0.41	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 67.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	476	1062	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1820	1807	1881
Adj Flow Rate, veh/h	11	26	9	506	1130	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	32	75	68	1364	1369	7
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	467	1104	8	1789	1796	10
Grp Volume(v), veh/h	38	0	515	0	0	1136
Grp Sat Flow(s),veh/h/ln	1614	0	1798	0	0	1806
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	23.7
Cycle Q Clear(g_c), s	1.3	0.0	5.5	0.0	0.0	23.7
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	110	0	1433	0	0	1377
V/C Ratio(X)	0.35	0.00	0.36	0.00	0.00	0.83
Avail Cap(c_a), veh/h	438	0	2290	0	0	2268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	2.3	0.0	0.0	4.5
Incr Delay (d2), s/veh	1.9	0.0	0.2	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.8	0.0	0.0	11.9
LnGrp Delay(d),s/veh	28.1	0.0	2.5	0.0	0.0	5.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			515	1136	
Approach Delay, s/veh	28.1			2.5	5.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.9		9.0		49.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.5		3.3		25.7
Green Ext Time (p_c), s				20.9		0.0		19.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	484	2	2	1059
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	515	2	2	1127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	517	0	0	1129
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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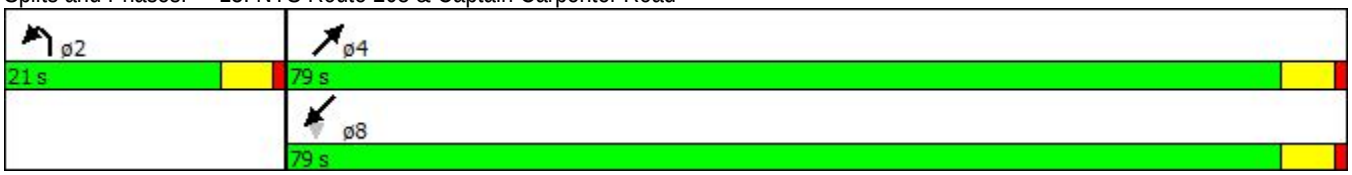
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.40			0.87
Control Delay	33.4		3.8			14.7
Queue Delay	0.0		0.0			0.1
Total Delay	33.4		3.8			14.8
Queue Length 50th (ft)	4		51			221
Queue Length 95th (ft)	24		88			437
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	443		1685			1678
Starvation Cap Reductn	0		0			45
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.31			0.69

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	484	2	2	1059
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	515	2	2	1127
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	97	18	1379	5	63	1377
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1409	256	1819	7	0	1817
Grp Volume(v), veh/h	14	0	0	517	1129	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.4	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	5.5	22.9	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	124	0	0	1384	1440	0
V/C Ratio(X)	0.11	0.00	0.00	0.37	0.78	0.00
Avail Cap(c_a), veh/h	496	0	0	2336	2386	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.3	0.0	0.0	2.4	4.5	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.8	11.4	0.0
LnGrp Delay(d),s/veh	25.7	0.0	0.0	2.5	5.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		517			1129
Approach Delay, s/veh	25.7		2.5			5.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		48.8				48.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		7.5				24.9
Green Ext Time (p_c), s		0.0		20.5				18.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	486	1060	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	150					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	512	1116	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	512	1118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.00			0.40	0.86	
Control Delay	0.0			3.7	13.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			3.7	13.5	
Queue Length 50th (ft)	0			48	198	
Queue Length 95th (ft)	0			73	342	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	567			1694	1729	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.30	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 60.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	486	1060	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	512	1116	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	62	0	1358	1382	2
Arrive On Green	0.00	0.07	0.00	0.75	0.75	0.75
Sat Flow, veh/h	0	864	0	1809	1841	3
Grp Volume(v), veh/h	0	2	0	512	0	1118
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	5.5	0.0	21.5
Cycle Q Clear(g_c), s	0.0	0.1	0.0	5.5	0.0	21.5
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	123	0	1358	0	1385
V/C Ratio(X)	0.00	0.02	0.00	0.38	0.00	0.81
Avail Cap(c_a), veh/h	0	492	0	2383	0	2431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	0.0	2.4	0.0	4.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.8	0.0	10.7
LnGrp Delay(d),s/veh	0.0	24.3	0.0	2.6	0.0	5.6
LnGrp LOS		C		A		A
Approach Vol, veh/h	2			512	1118	
Approach Delay, s/veh	24.3			2.6	5.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				47.2		9.0		47.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.5		2.1		23.5
Green Ext Time (p_c), s				19.9		0.0		18.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	480	5	7	1049
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1761	0	0	1762
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1761	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	545	6	8	1192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	551	0	0	1200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.24		0.41			0.89
Control Delay	25.1		3.7			16.1
Queue Delay	0.0		0.0			2.0
Total Delay	25.1		3.7			18.1
Queue Length 50th (ft)	7		57			273
Queue Length 95th (ft)	38		104			567
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	378		1604			1599
Starvation Cap Reductn	0		0			249
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.11		0.34			0.89

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 75.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	480	5	7	1049
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1822
Adj Flow Rate, veh/h	15	25	545	6	8	1192
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	38	63	1407	15	59	1419
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	602	1003	1801	20	3	1815
Grp Volume(v), veh/h	41	0	0	551	1200	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1820	1819	0
Q Serve(g_s), s	1.5	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	6.1	27.0	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	103	0	0	1423	1478	0
V/C Ratio(X)	0.40	0.00	0.00	0.39	0.81	0.00
Avail Cap(c_a), veh/h	411	0	0	2103	2153	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	2.2	4.5	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.2	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	3.0	13.6	0.0
LnGrp Delay(d),s/veh	31.4	0.0	0.0	2.4	6.1	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		551			1200
Approach Delay, s/veh	31.4		2.4			6.1
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		55.1				55.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.5		8.1				29.0
Green Ext Time (p_c), s		0.0		24.1				21.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	492	10	3	1029	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.758			0.803			0.999			0.999	
Satd. Flow (perm)	0	1397	0	0	1390	0	0	1818	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	529	11	3	1106	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	541	0	0	1112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.06			0.23			0.42			0.87	
Control Delay		9.0			24.4			4.5			14.8	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		9.0			24.4			4.7			14.8	
Queue Length 50th (ft)		0			7			56			209	
Queue Length 95th (ft)		10			44			110			449	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		415			412			1741			1747	
Starvation Cap Reductn		0			0			515			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.10			0.44			0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 61.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	492	10	3	1029	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	529	11	3	1106	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	196	11	20	160	8	38	64	1341	28	64	1371	4
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1139	161	289	808	113	545	0	1780	37	1	1820	5
Grp Volume(v), veh/h	11	0	0	43	0	0	541	0	0	1112	0	0
Grp Sat Flow(s),veh/h/ln	1590	0	0	1466	0	0	1817	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.5	0.0	0.0	5.9	0.0	0.0	21.8	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	227	0	0	207	0	0	1433	0	0	1439	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.21	0.00	0.00	0.38	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	533	0	0	511	0	0	2429	0	0	2441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	25.2	0.0	0.0	2.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.0	0.0	2.9	0.0	0.0	10.9	0.0	0.0
LnGrp Delay(d),s/veh	24.7	0.0	0.0	25.7	0.0	0.0	2.6	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			541			1112	
Approach Delay, s/veh		24.7			25.7			2.6			5.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		47.7		9.0		47.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.5		7.9		2.3		23.8
Green Ext Time (p_c), s		0.1		20.3		0.1		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	439	17	5	815	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Flt Permitted		0.863			0.850			0.901			0.998	
Satd. Flow (perm)	0	1602	0	0	1688	0	0	1596	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	467	18	5	867	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	525	0	0	966	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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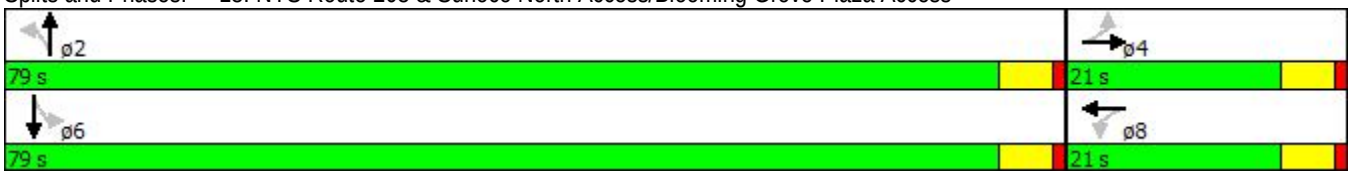
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.13			0.03			0.50			0.84	
Control Delay		19.7			23.3			5.7			14.1	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		19.7			23.3			5.8			14.6	
Queue Length 50th (ft)		3			1			53			147	
Queue Length 95th (ft)		29			12			109			320	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		554			575			1593			1733	
Starvation Cap Reductn		0			0			122			351	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.36			0.70	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 50.4
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	439	17	5	815	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	467	18	5	867	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	150	26	72	158	54	48	124	1111	41	79	1132	122
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	483	309	849	500	631	565	59	1584	58	2	1614	174
Grp Volume(v), veh/h	29	0	0	6	0	0	525	0	0	966	0	0
Grp Sat Flow(s),veh/h/ln	1641	0	0	1696	0	0	1701	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.6	0.0	0.0	16.4	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.03	0.01		0.10
Lane Grp Cap(c), veh/h	249	0	0	260	0	0	1276	0	0	1333	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.02	0.00	0.00	0.41	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	656	0	0	670	0	0	2654	0	0	2898	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	19.7	0.0	0.0	2.9	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	2.8	0.0	0.0	8.1	0.0	0.0
LnGrp Delay(d),s/veh	20.1	0.0	0.0	19.7	0.0	0.0	3.1	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			B			A			A		
Approach Vol, veh/h		29			6			525			966	
Approach Delay, s/veh		20.1			19.7			3.1			5.3	
Approach LOS		C			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.9		9.0		37.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.6		2.7		18.4		2.1
Green Ext Time (p_c), s		14.8		0.1		14.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	459	28	16	1094
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.468	
Satd. Flow (perm)	1683	0	1790	1319	748	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	494	30	17	1176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	494	30	17	1176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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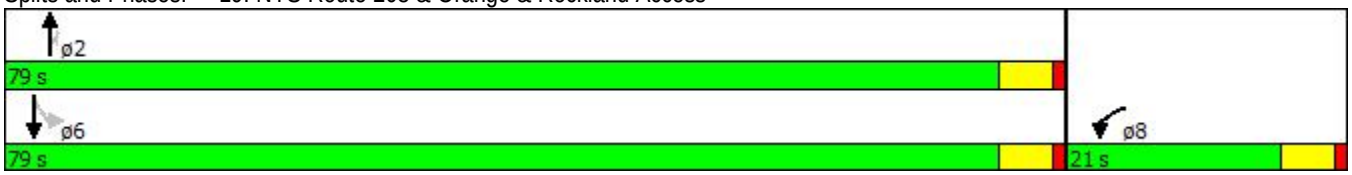
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.22		0.38	0.03	0.03	0.88
Control Delay	27.0		4.0	0.9	2.3	15.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	27.0		4.0	0.9	2.3	15.3
Queue Length 50th (ft)	9		50	0	1	240
Queue Length 95th (ft)	47		96	5	5	510
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	455		1694	1250	708	1745
Starvation Cap Reductn	0		0	0	0	22
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.29	0.02	0.02	0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	459	28	16	1094
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	494	30	17	1176
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	61	40	1367	1007	627	1408
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	904	591	1790	1319	751	1845
Grp Volume(v), veh/h	44	0	494	30	17	1176
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	751	1845
Q Serve(g_s), s	1.6	0.0	5.3	0.3	0.4	24.6
Cycle Q Clear(g_c), s	1.6	0.0	5.3	0.3	5.8	24.6
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	103	0	1367	1007	627	1408
V/C Ratio(X)	0.43	0.00	0.36	0.03	0.03	0.83
Avail Cap(c_a), veh/h	414	0	2240	1650	994	2308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	2.3	1.7	3.2	4.6
Incr Delay (d2), s/veh	2.8	0.0	0.2	0.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.5	0.1	0.1	12.3
LnGrp Delay(d),s/veh	29.2	0.0	2.4	1.7	3.3	6.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		524			1193
Approach Delay, s/veh	29.2		2.4			6.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		50.2				50.2		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.3				26.6		3.6
Green Ext Time (p_c), s		20.3				18.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	142	428	113	175	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.969			
Flt Protected	0.971					0.993
Satd. Flow (prot)	3463	0	3411	0	0	3242
Flt Permitted	0.971					0.993
Satd. Flow (perm)	3463	0	3411	0	0	3242
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			708
Travel Time (s)	14.3		6.3			8.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	153	460	122	188	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	0	582	0	0	1365
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	383	582	1365
Demand Flow Rate, veh/h	391	602	1416
Vehicles Circulating, veh/h	478	192	235
Vehicles Exiting, veh/h	316	1459	634
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	5.8	12.7
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	207	184	283	319	666	750
Cap Entry Lane, veh/h	868	906	1130	1149	1086	1109
Entry HV Adj Factor	0.981	0.978	0.966	0.966	0.963	0.965
Flow Entry, veh/h	203	180	273	308	642	723
Cap Entry, veh/h	851	886	1091	1111	1046	1070
V/C Ratio	0.238	0.203	0.250	0.278	0.613	0.676
Control Delay, s/veh	6.7	6.1	5.6	5.9	11.8	13.5
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	33	431	62	144	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	291	38	501	72	167	914
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	0	501	72	0	1081
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	329	573	1081
Demand Flow Rate, veh/h	336	594	1121
Vehicles Circulating, veh/h	521	170	297
Vehicles Exiting, veh/h	170	1248	560
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	7.5	10.4
Approach LOS	A	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	336	521	73	527	594
Cap Entry Lane, veh/h	810	1160	1164	1026	1053
Entry HV Adj Factor	0.979	0.962	0.980	0.964	0.965
Flow Entry, veh/h	329	501	72	508	573
Cap Entry, veh/h	793	1115	1141	989	1016
V/C Ratio	0.415	0.449	0.063	0.514	0.564
Control Delay, s/veh	9.8	8.1	3.7	10.0	10.8
LOS	A	A	A	A	B
95th %tile Queue, veh	2	2	0	3	4

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	680	385	1	396	239	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1700	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1700	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	68					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	723	410	1	421	254	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1133	0	0	422	255	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.93			0.34	0.78	
Control Delay	26.7			6.5	51.5	
Queue Delay	10.8			0.0	0.0	
Total Delay	37.5			6.5	51.5	
Queue Length 50th (ft)	458			81	138	
Queue Length 95th (ft)	#895			141	213	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1222			1242	400	
Starvation Cap Reductn	94			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.00			0.34	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	680	385	1	396	239	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	723	410	1	421	254	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	804	456	40	1316	294	1
Arrive On Green	0.72	0.72	0.72	0.72	0.16	0.16
Sat Flow, veh/h	1109	629	0	1817	1786	7
Grp Volume(v), veh/h	0	1133	422	0	256	0
Grp Sat Flow(s),veh/h/ln	0	1738	1817	0	1800	0
Q Serve(g_s), s	0.0	46.4	0.0	0.0	12.5	0.0
Cycle Q Clear(g_c), s	0.0	46.4	7.5	0.0	12.5	0.0
Prop In Lane		0.36	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1259	1357	0	296	0
V/C Ratio(X)	0.00	0.90	0.31	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1259	1357	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.8	4.4	0.0	36.6	0.0
Incr Delay (d2), s/veh	0.0	10.4	0.6	0.0	11.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.4	3.9	0.0	7.1	0.0
LnGrp Delay(d),s/veh	0.0	20.2	5.0	0.0	47.8	0.0
LnGrp LOS		C	A		D	
Approach Vol, veh/h	1133			422	256	
Approach Delay, s/veh	20.2			5.0	47.8	
Approach LOS	C			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.2				70.2		19.8
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		48.4				9.5		14.5
Green Ext Time (p_c), s		5.3				8.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	257	1209	227	203	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.041	
Satd. Flow (perm)	1858	1552	1845	1493	72	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		71		68		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	279	1314	247	221	735
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	279	1314	247	221	735
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.60	1.07	0.20	0.85	0.53
Control Delay	92.4	38.3	72.9	2.9	68.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	38.3	72.9	2.9	68.5	5.4
Queue Length 50th (ft)	142	162	~1362	34	147	172
Queue Length 95th (ft)	#258	259	#1627	55	#271	233
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	489	1223	1217	287	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.57	1.07	0.20	0.77	0.53

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 120
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	257	1209	227	203	676
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	279	1314	247	221	735
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	361	1247	1252	248	1494
Arrive On Green	0.11	0.11	0.68	0.68	0.11	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	279	1314	247	221	735
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	94.6	5.6	13.0	17.0
Cycle Q Clear(g_c), s	11.5	15.0	94.6	5.6	13.0	17.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	361	1247	1252	248	1494
V/C Ratio(X)	0.79	0.77	1.05	0.20	0.89	0.49
Avail Cap(c_a), veh/h	200	361	1247	1252	306	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	51.6	22.7	3.9	53.2	3.7
Incr Delay (d2), s/veh	18.5	10.0	41.0	0.4	23.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	11.1	61.6	3.8	10.0	8.9
LnGrp Delay(d),s/veh	79.5	61.5	63.7	4.3	76.3	4.9
LnGrp LOS	E	E	F	A	E	A
Approach Vol, veh/h	436		1561			956
Approach Delay, s/veh	68.0		54.3			21.4
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	20.4	99.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	15.0	96.6				19.0		17.0
Green Ext Time (p_c), s	0.4	0.0				34.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.7
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	176	869	229	311	858
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1705	0	1853	1575	1787	1881
Flt Permitted	0.975				0.074	
Satd. Flow (perm)	1705	0	1853	1575	139	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			120		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	183	905	239	324	894
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	905	239	324	894
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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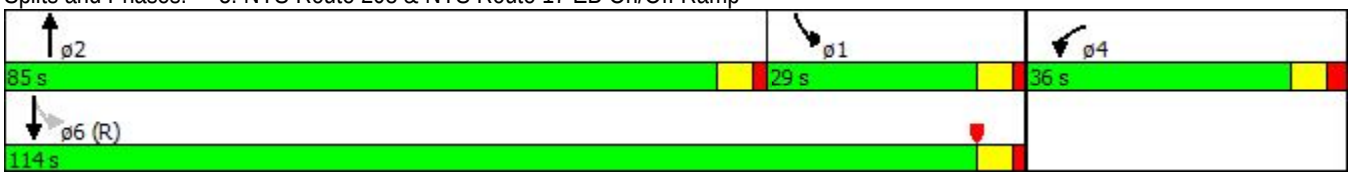
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	1.04		0.92	0.15	0.91	0.66
Control Delay	110.7		48.1	0.2	48.6	9.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	110.7		48.1	0.2	48.6	9.2
Queue Length 50th (ft)	~367		793	0	179	383
Queue Length 95th (ft)	#577		#1097	0	m155	m324
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	358		982	1575	358	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.04		0.92	0.15	0.91	0.66

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	176	869	229	311	858
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	905	0	324	894
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	371	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	905	0	324	894
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	67.3	0.0	17.3	0.0
Cycle Q Clear(g_c), s	15.7	0.0	67.3	0.0	17.3	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	371	1361
V/C Ratio(X)	0.88	0.00	0.92	0.00	0.87	0.66
Avail Cap(c_a), veh/h	351	0	982	835	371	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	64.9	0.0	32.4	0.0	46.3	0.0
Incr Delay (d2), s/veh	8.4	0.0	15.1	0.0	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	38.3	0.0	12.5	0.1
LnGrp Delay(d),s/veh	73.2	0.0	47.4	0.0	48.5	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		905			1218
Approach Delay, s/veh	73.2		47.4			13.1
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	19.3	69.3		17.7		2.0		
Green Ext Time (p_c), s	0.7	2.4		0.4		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	566	49	591	411	122	671	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.059			0.152		
Satd. Flow (perm)	0	1712	0	0	1797	1599	112	1731	1607	275	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				155			217		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	658	57	687	478	142	780	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	658	57	687	478	142	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.41	0.57	0.85	0.30	0.81	1.04	
Control Delay		167.2			128.8	0.8	42.0	52.4	0.2	46.9	70.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.8	42.0	52.4	0.2	46.9	70.6	
Queue Length 50th (ft)		~222			~571	0	37	553	0	59	~878	
Queue Length 95th (ft)		#370			#743	0	m43	m630	m0	m#121	m#1029	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	100	807	1607	176	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.41	0.57	0.85	0.30	0.81	1.04	

Intersection Summary

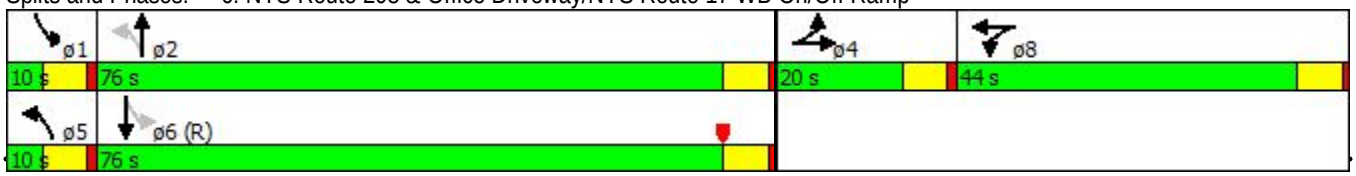
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	566	49	591	411	122	671	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	687	0	142	780	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	103	865	750	205	781	33
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.05	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1674	71
Grp Volume(v), veh/h	213	0	0	509	0	0	57	687	0	142	0	813
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	47.1	0.0	4.0	0.0	68.4
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	47.1	0.0	4.0	0.0	68.4
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	103	865	750	205	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.55	0.79	0.00	0.69	0.00	1.00
Avail Cap(c_a), veh/h	158	0	0	455	0	405	103	865	750	205	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.27	0.27	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	36.1	33.9	0.0	42.9	0.0	4.9
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	1.7	2.1	0.0	9.5	0.0	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	24.6	0.0	4.4	0.0	33.7
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	37.8	36.0	0.0	52.4	0.0	36.1
LnGrp LOS	F			F			D	D		D		D
Approach Vol, veh/h		213			509			744			955	
Approach Delay, s/veh		261.5			133.7			36.1			38.5	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	49.1		16.0	4.5	70.4		40.0
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		77.4
HCM 2010 LOS		E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1368	792	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1679	0	1635	1463
Flt Permitted	0.313				0.950	
Satd. Flow (perm)	541	1697	1679	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1471	852	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1471	861	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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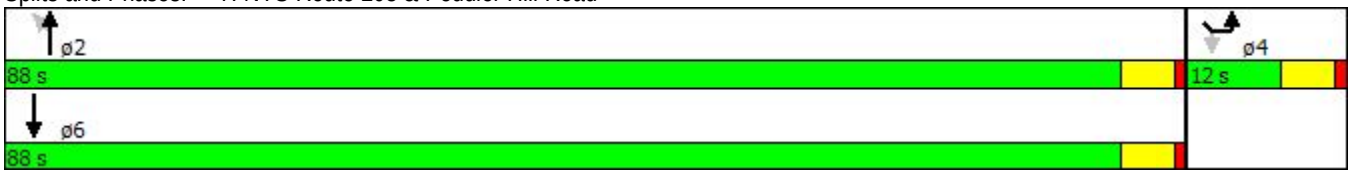
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.22	0.96	0.57		0.09	0.34
Control Delay	2.6	24.5	3.7		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.6	24.5	3.7		46.0	21.9
Queue Length 50th (ft)	9	~983	111		5	0
Queue Length 95th (ft)	23	#1282	207		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	489	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.22	0.96	0.57		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1368	792	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1471	852	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	536	1543	1510	16	60	53
Arrive On Green	0.85	0.85	0.85	0.85	0.03	0.03
Sat Flow, veh/h	636	1818	1779	19	1756	1568
Grp Volume(v), veh/h	109	1471	0	861	8	41
Grp Sat Flow(s),veh/h/ln	636	1818	0	1798	1756	1568
Q Serve(g_s), s	5.1	54.8	0.0	11.9	0.4	2.2
Cycle Q Clear(g_c), s	17.0	54.8	0.0	11.9	0.4	2.2
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	536	1543	0	1526	60	53
V/C Ratio(X)	0.20	0.95	0.00	0.56	0.13	0.77
Avail Cap(c_a), veh/h	614	1765	0	1746	144	128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3	5.1	0.0	1.9	40.1	40.9
Incr Delay (d2), s/veh	0.1	10.9	0.0	0.1	0.4	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	30.4	0.0	5.8	0.2	1.1
LnGrp Delay(d),s/veh	4.4	16.0	0.0	2.0	40.4	49.2
LnGrp LOS	A	B		A	D	D
Approach Vol, veh/h		1580	861		49	
Approach Delay, s/veh		15.2	2.0		47.8	
Approach LOS		B	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		77.6		7.9		77.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		56.8		4.2		13.9		
Green Ext Time (p_c), s		15.8		0.0		23.8		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1180	766	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1770	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1283	833	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1301	900	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			1.00	0.67	
Control Delay	120.3			33.6	12.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			33.6	12.3	
Queue Length 50th (ft)	~334			~417	391	
Queue Length 95th (ft)	#535			m#1570	524	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1335	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			1.00	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1180	766	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1283	833	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1340	1273	102
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	13	1779	1690	136
Grp Volume(v), veh/h	320	0	1301	0	0	900
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1826
Q Serve(g_s), s	27.0	0.0	44.2	0.0	0.0	36.0
Cycle Q Clear(g_c), s	27.0	0.0	97.3	0.0	0.0	36.0
Prop In Lane	0.88	0.11	0.01			0.07
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.95	0.00	0.00	0.65
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	16.3	0.0	0.0	9.0
Incr Delay (d2), s/veh	57.7	0.0	13.4	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	52.5	0.0	0.0	18.9
LnGrp Delay(d),s/veh	119.3	0.0	29.7	0.0	0.0	11.4
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1301	900	
Approach Delay, s/veh	119.3			29.7	11.4	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		99.3		29.0		38.0		
Green Ext Time (p_c), s		8.0		0.0		13.9		

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1196	120	30	712	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1749	0
Flt Permitted		0.977			0.963			0.967			0.897	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1699	0	0	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1286	129	32	766	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1449	0	0	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		1.05			0.65	
Control Delay		60.0			78.5	2.2		57.8			10.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		57.8			10.8	
Queue Length 50th (ft)		44			60	0		~1524			329	
Queue Length 95th (ft)		97			116	3		#1879			531	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1376			1272	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		1.05			0.65	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1196	120	30	712	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1286	129	32	766	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	48	1248	124	50	1041	39
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	27	1582	157	29	1319	49
Grp Volume(v), veh/h	72	0	0	67	0	22	1449	0	0	827	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1766	0	0	1397	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	70.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	108.0	0.0	0.0	24.2	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1421	0	0	1130	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	1.02	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1421	0	0	1130	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	15.0	0.0	0.0	5.6	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	29.0	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	64.7	0.0	0.0	13.3	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	44.0	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	E			E		E	F			A		
Approach Vol, veh/h		72			89			1449			827	
Approach Delay, s/veh		69.7			72.5			44.0			9.8	
Approach LOS		E			E			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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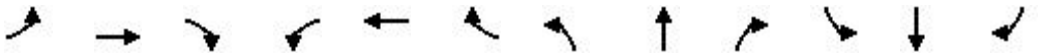

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	38	266	345	151	33	151	309	182	146	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.899			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1710	0	1604	1749	1538	1645	1507	0	1678	1718	0
Flt Permitted	0.236			0.259			0.613			0.208		
Satd. Flow (perm)	380	1710	0	433	1749	1464	1045	1507	0	367	1718	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				137					20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	41	289	375	164	36	164	336	198	159	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	371	0	289	375	164	36	500	0	198	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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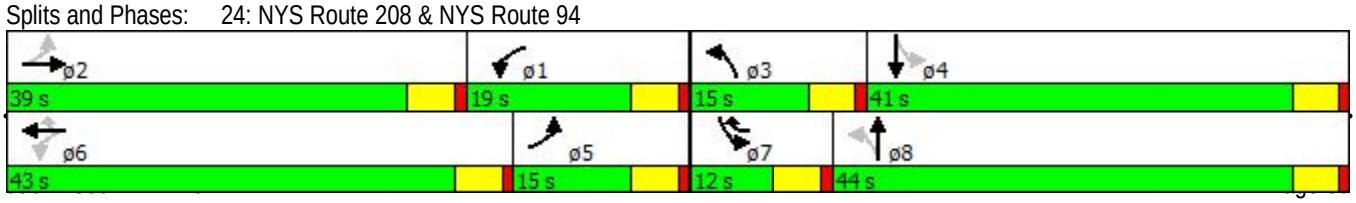
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	12.0	15.0	44.0		12.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	10.5%	13.2%	38.6%		10.5%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	7.0	10.0	39.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.20	0.85		0.95	0.67	0.25	0.08	0.91		0.76	0.31	
Control Delay	23.4	55.6		76.9	39.0	4.5	17.2	54.9		40.8	22.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.4	55.6		76.9	39.0	4.5	17.2	54.9		40.8	22.5	
Queue Length 50th (ft)	18	239		135	244	8	13	322		78	99	
Queue Length 95th (ft)	39	353		#262	341	38	34	#578		#199	184	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	271	582		345	664	659	545	584		261	745	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.84	0.56	0.25	0.07	0.86		0.76	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 102.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	38	266	345	151	33	151	309	182	146	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	41	289	375	164	36	164	336	198	159	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	358	362	45	318	429	465	429	175	359	223	463	204
Arrive On Green	0.15	0.26	0.26	0.14	0.24	0.24	0.02	0.34	0.34	0.07	0.39	0.39
Sat Flow, veh/h	1654	1417	176	1723	1810	1506	1706	520	1065	1741	1199	528
Grp Volume(v), veh/h	45	0	371	289	375	164	36	0	500	198	0	229
Grp Sat Flow(s),veh/h/ln	1654	0	1593	1723	1810	1506	1706	0	1585	1741	0	1726
Q Serve(g_s), s	0.0	0.0	22.5	11.6	19.9	4.7	1.4	0.0	30.4	7.0	0.0	9.4
Cycle Q Clear(g_c), s	0.0	0.0	22.5	11.6	19.9	4.7	1.4	0.0	30.4	7.0	0.0	9.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.67	1.00		0.31
Lane Grp Cap(c), veh/h	358	0	407	318	429	465	429	0	535	223	0	667
V/C Ratio(X)	0.13	0.00	0.91	0.91	0.87	0.35	0.08	0.00	0.93	0.89	0.00	0.34
Avail Cap(c_a), veh/h	358	0	543	325	690	682	563	0	620	223	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	36.0	40.5	36.6	10.7	21.0	0.0	32.0	25.5	0.0	21.6
Incr Delay (d2), s/veh	0.1	0.0	14.1	27.0	4.3	0.2	0.0	0.0	18.9	31.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	11.5	10.2	10.4	2.2	0.6	0.0	16.1	4.0	0.0	4.5
LnGrp Delay(d),s/veh	34.4	0.0	50.2	67.5	40.9	10.9	21.1	0.0	50.9	57.2	0.0	21.8
LnGrp LOS	C		D	E	D	B	C		D	E		C
Approach Vol, veh/h		416			828			536			427	
Approach Delay, s/veh		48.5			44.2			48.9			38.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	30.4	7.1	43.5	20.4	28.6	12.0	38.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	7.0	39.0
Max Q Clear Time (g_c+I1), s	13.6	24.5	3.4	11.4	2.0	21.9	9.0	32.4
Green Ext Time (p_c), s	0.0	0.9	0.0	2.9	0.4	1.8	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	566	49	591	411	122	671	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.086			0.154		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	163	1731	1607	278	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			492			217		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	658	57	687	478	142	780	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	658	57	687	478	142	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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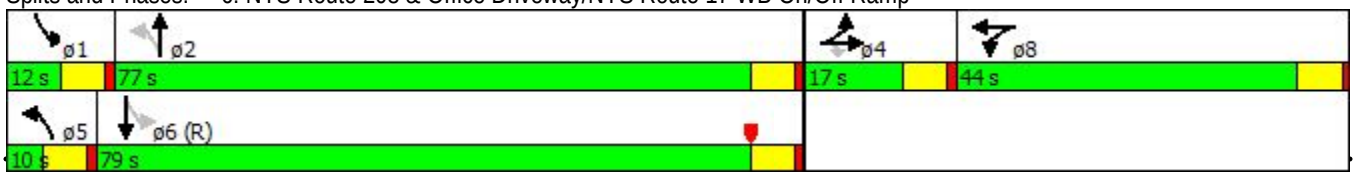
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	17.0	17.0	17.0	44.0	44.0		10.0	77.0		12.0	79.0	
Total Split (%)	11.3%	11.3%	11.3%	29.3%	29.3%		6.7%	51.3%		8.0%	52.7%	
Maximum Green (s)	11.0	11.0	11.0	38.0	38.0		4.0	71.0		6.0	73.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.84	0.49	1.00	0.06	0.41	0.46	0.84	0.30	0.69	1.00	
Control Delay		114.0	18.3	95.6	43.0	0.8	31.8	51.1	0.2	33.0	57.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		114.0	18.3	95.6	43.0	0.8	31.8	51.1	0.2	33.0	57.8	
Queue Length 50th (ft)		106	0	~482	21	0	37	547	0	59	~844	
Queue Length 95th (ft)		#200	51	#665	46	0	m43	m624	m0	m99	m#995	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		132	217	480	480	1599	125	819	1607	205	816	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.82	0.48	1.00	0.06	0.41	0.46	0.84	0.30	0.69	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	566	49	591	411	122	671	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	687	0	142	780	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	82	50	116	478	477	405	302	878	761	236	815	34
Arrive On Green	0.09	0.07	0.07	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.97	0.97
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1674	71
Grp Volume(v), veh/h	108	0	105	481	28	0	57	687	0	142	0	813
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	8.8	0.0	9.9	40.0	1.7	0.0	2.5	46.5	0.0	6.0	0.0	27.4
Cycle Q Clear(g_c), s	8.8	0.0	9.9	40.0	1.7	0.0	2.5	46.5	0.0	6.0	0.0	27.4
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	132	0	116	478	477	405	302	878	761	236	0	849
V/C Ratio(X)	0.82	0.00	0.90	1.01	0.06	0.00	0.19	0.78	0.00	0.60	0.00	0.96
Avail Cap(c_a), veh/h	132	0	116	478	477	405	302	878	761	236	0	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.27	0.27	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	69.0	55.0	42.4	0.0	21.7	33.0	0.0	30.7	0.0	1.4
Incr Delay (d2), s/veh	29.3	0.0	53.7	42.8	0.0	0.0	0.1	1.9	0.0	4.2	0.0	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	6.0	25.5	0.9	0.0	1.2	24.1	0.0	2.9	0.0	12.0
LnGrp Delay(d),s/veh	97.1	0.0	122.7	97.9	42.5	0.0	21.8	35.0	0.0	34.9	0.0	23.5
LnGrp LOS	F		F	F	D		C	C		C		C
Approach Vol, veh/h		213			509			744			955	
Approach Delay, s/veh		109.7			94.8			34.0			25.2	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	77.0		17.0	10.0	79.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	71.0		11.0	4.0	73.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	48.5		11.9	4.5	29.4		42.0
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	10.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1341	782	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.966		
Satd. Flow (perm)	1875	0	0	1749	1757	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1458	850	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1495	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Maximum Green (s)	7.0		83.0	83.0	83.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.21			1.02	0.58	
Control Delay	26.3			39.4	4.5	
Queue Delay	0.0			14.1	0.7	
Total Delay	26.3			53.5	5.2	
Queue Length 50th (ft)	4			~798	114	
Queue Length 95th (ft)	32			#1285	192	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	151			1464	1471	
Starvation Cap Reductn	0			54	298	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.19			1.06	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 99.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1341	782	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1873	1819	1910
Adj Flow Rate, veh/h	7	21	37	1458	850	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	17	52	61	1532	1532	16
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	410	1231	26	1797	1797	19
Grp Volume(v), veh/h	29	0	1495	0	0	859
Grp Sat Flow(s),veh/h/ln	1700	0	1823	0	0	1816
Q Serve(g_s), s	1.6	0.0	29.1	0.0	0.0	12.6
Cycle Q Clear(g_c), s	1.6	0.0	61.8	0.0	0.0	12.6
Prop In Lane	0.24	0.72	0.02			0.01
Lane Grp Cap(c), veh/h	72	0	1593	0	0	1548
V/C Ratio(X)	0.41	0.00	0.94	0.00	0.00	0.55
Avail Cap(c_a), veh/h	125	0	1631	0	0	1586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	5.3	0.0	0.0	2.0
Incr Delay (d2), s/veh	3.7	0.0	10.8	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	33.8	0.0	0.0	6.1
LnGrp Delay(d),s/veh	48.0	0.0	16.1	0.0	0.0	2.4
LnGrp LOS	D		B			A
Approach Vol, veh/h	29			1495	859	
Approach Delay, s/veh	48.0			16.1	2.4	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				86.0		9.0		86.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				83.0		7.0		83.0
Max Q Clear Time (g_c+I1), s				63.8		3.6		14.6
Green Ext Time (p_c), s				17.2		0.0		49.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1435	827	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1511	871	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1516	872	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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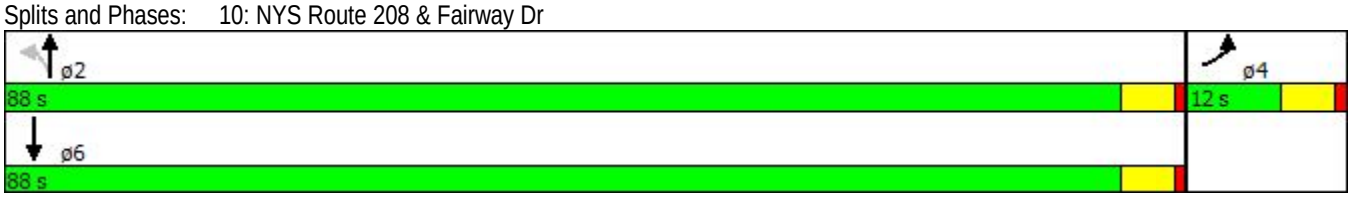
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Maximum Green (s)	7.0		83.0	83.0	83.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			1.00	0.57	
Control Delay	38.0			32.5	4.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	38.0			32.5	4.1	
Queue Length 50th (ft)	1			629	111	
Queue Length 95th (ft)	8			#1264	173	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	120			1518	1538	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			1.00	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 98.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1435	827	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1511	871	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	24	24	39	1543	1560	2
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	574	574	1	1805	1825	2
Grp Volume(v), veh/h	3	0	1516	0	0	872
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	10.2	0.0	0.0	12.8
Cycle Q Clear(g_c), s	0.2	0.0	72.9	0.0	0.0	12.8
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	71	0	1581	0	0	1562
V/C Ratio(X)	0.04	0.00	0.96	0.00	0.00	0.56
Avail Cap(c_a), veh/h	125	0	1591	0	0	1572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	6.3	0.0	0.0	1.9
Incr Delay (d2), s/veh	0.2	0.0	14.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	40.2	0.0	0.0	6.2
LnGrp Delay(d),s/veh	44.6	0.0	20.2	0.0	0.0	2.4
LnGrp LOS	D		C			A
Approach Vol, veh/h	3			1516	872	
Approach Delay, s/veh	44.6			20.2	2.4	
Approach LOS	D			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		87.5		9.0		87.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		74.9		2.2		14.8		
Green Ext Time (p_c), s		7.6		0.0		47.1		

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1217	736	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.971		
Satd. Flow (perm)	1695	0	0	1716	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1281	775	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1314	791	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		20.0	20.0	20.0	
Total Split (s)	20.0		80.0	80.0	80.0	
Total Split (%)	20.0%		80.0%	80.0%	80.0%	
Maximum Green (s)	16.0		76.0	76.0	76.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.30			0.91	0.55	
Control Delay	24.0			17.7	3.9	
Queue Delay	0.0			15.5	0.0	
Total Delay	24.0			33.2	3.9	
Queue Length 50th (ft)	7			318	82	
Queue Length 95th (ft)	40			#1009	169	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	326			1438	1448	
Starvation Cap Reductn	0			150	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			1.02	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1217	736	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1792	1881
Adj Flow Rate, veh/h	13	34	33	1281	775	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	25	67	69	1475	1462	30
Arrive On Green	0.06	0.06	0.84	0.84	0.84	0.84
Sat Flow, veh/h	456	1193	23	1765	1750	36
Grp Volume(v), veh/h	48	0	1314	0	0	791
Grp Sat Flow(s),veh/h/ln	1685	0	1788	0	0	1786
Q Serve(g_s), s	2.0	0.0	1.8	0.0	0.0	9.6
Cycle Q Clear(g_c), s	2.0	0.0	31.2	0.0	0.0	9.6
Prop In Lane	0.27	0.71	0.03			0.02
Lane Grp Cap(c), veh/h	94	0	1544	0	0	1492
V/C Ratio(X)	0.51	0.00	0.85	0.00	0.00	0.53
Avail Cap(c_a), veh/h	367	0	1894	0	0	1848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	3.5	0.0	0.0	1.8
Incr Delay (d2), s/veh	4.2	0.0	3.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	16.0	0.0	0.0	4.5
LnGrp Delay(d),s/veh	37.9	0.0	6.8	0.0	0.0	2.1
LnGrp LOS	D		A			A
Approach Vol, veh/h	48			1314	791	
Approach Delay, s/veh	37.9			6.8	2.1	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				65.3		8.1		65.3
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				33.2		4.0		11.6
Green Ext Time (p_c), s				28.1		0.1		35.8

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1211	18	1	739
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1275	19	1	778
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1294	0	0	779
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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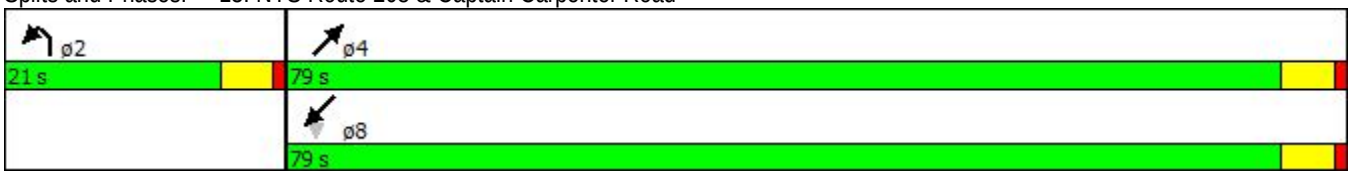
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.12		0.90			0.55
Control Delay	39.6		16.8			4.5
Queue Delay	0.0		0.0			0.5
Total Delay	39.6		16.8			5.0
Queue Length 50th (ft)	7		343			99
Queue Length 95th (ft)	26		#962			174
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	304		1481			1460
Starvation Cap Reductn	0		0			279
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.87			0.66

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1211	18	1	739
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1827	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1275	19	1	778
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	83	6	1461	22	48	1464
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	1553	119	1796	27	0	1799
Grp Volume(v), veh/h	15	0	0	1294	779	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1823	1800	0
Q Serve(g_s), s	0.6	0.0	0.0	34.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	34.3	10.7	0.0
Prop In Lane	0.87	0.07		0.01	0.00	
Lane Grp Cap(c), veh/h	95	0	0	1483	1512	0
V/C Ratio(X)	0.16	0.00	0.00	0.87	0.52	0.00
Avail Cap(c_a), veh/h	382	0	0	1796	1820	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.9	0.0	0.0	4.5	2.3	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	4.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	18.0	5.1	0.0
LnGrp Delay(d),s/veh	34.7	0.0	0.0	8.8	2.6	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1294			779
Approach Delay, s/veh	34.7		8.8			2.6
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		66.1				66.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.6		36.3				12.7
Green Ext Time (p_c), s		0.0		24.8				33.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1210	737	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1301	792	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1303	795	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.91	0.55	
Control Delay	32.7			17.1	4.2	
Queue Delay	0.0			6.5	0.0	
Total Delay	32.7			23.6	4.2	
Queue Length 50th (ft)	2			343	96	
Queue Length 95th (ft)	14			#957	162	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	307			1438	1453	
Starvation Cap Reductn	0			110	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.98	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1210	737	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1301	792	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	38	38	47	1477	1487	6
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	735	735	0	1808	1820	7
Grp Volume(v), veh/h	7	0	1303	0	0	795
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	10.8
Cycle Q Clear(g_c), s	0.3	0.0	36.1	0.0	0.0	10.8
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	90	0	1524	0	0	1492
V/C Ratio(X)	0.08	0.00	0.85	0.00	0.00	0.53
Avail Cap(c_a), veh/h	359	0	1795	0	0	1767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	4.6	0.0	0.0	2.3
Incr Delay (d2), s/veh	0.4	0.0	3.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	18.6	0.0	0.0	5.4
LnGrp Delay(d),s/veh	34.9	0.0	8.3	0.0	0.0	2.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1303	795	
Approach Delay, s/veh	34.9			8.3	2.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				67.5		9.0		67.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				38.1		2.3		12.8
Green Ext Time (p_c), s				24.4		0.0		33.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1196	17	20	731
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.923
Satd. Flow (perm)	1638	0	1763	0	0	1616
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1286	18	22	786
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1304	0	0	808
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.21		0.90			0.61
Control Delay	27.4		17.4			5.5
Queue Delay	0.0		0.0			3.9
Total Delay	27.4		17.4			9.4
Queue Length 50th (ft)	6		349			113
Queue Length 95th (ft)	32		#985			220
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	303		1442			1322
Starvation Cap Reductn	0		0			417
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.90			0.89

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1196	17	20	731
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1286	18	22	786
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	33	51	1470	21	64	1400
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	636	983	1798	25	20	1712
Grp Volume(v), veh/h	29	0	0	1304	808	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1823	1732	0
Q Serve(g_s), s	1.3	0.0	0.0	35.2	0.4	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	35.2	35.5	0.0
Prop In Lane	0.38	0.59		0.01	0.03	
Lane Grp Cap(c), veh/h	87	0	0	1491	1465	0
V/C Ratio(X)	0.33	0.00	0.00	0.87	0.55	0.00
Avail Cap(c_a), veh/h	349	0	0	1756	1706	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	0.0	0.0	4.5	2.3	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	4.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	18.6	5.5	0.0
LnGrp Delay(d),s/veh	37.3	0.0	0.0	9.1	2.6	0.0
LnGrp LOS	D			A	A	
Approach Vol, veh/h	29		1304			808
Approach Delay, s/veh	37.3		9.1			2.6
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		67.8				67.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.3		37.2				37.5
Green Ext Time (p_c), s		0.0		25.4				25.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1170	36	33	730	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.838			0.736			0.998			0.918	
Satd. Flow (perm)	0	1462	0	0	1371	0	0	1817	0	0	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			3			5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1258	39	35	785	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1302	0	0	837	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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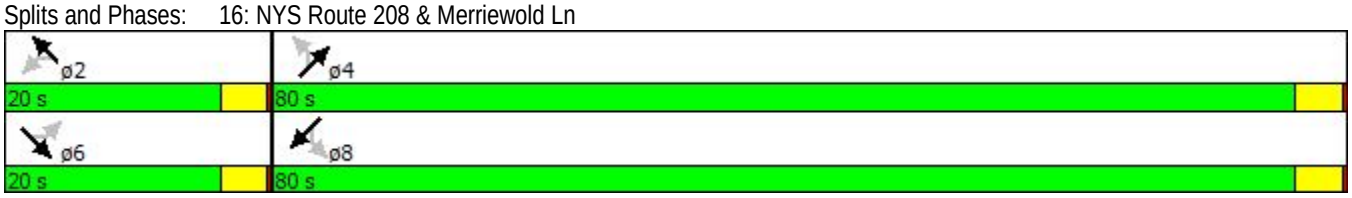
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		80.0	80.0		80.0	80.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		76.0	76.0		76.0	76.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.25			0.21			0.90			0.63	
Control Delay		28.9			39.2			15.5			5.5	
Queue Delay		0.0			0.0			3.3			0.0	
Total Delay		28.9			39.2			18.8			5.5	
Queue Length 50th (ft)		10			12			283			104	
Queue Length 95th (ft)		41			39			#783			209	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		330			298			1648			1504	
Starvation Cap Reductn		0			0			249			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.09			0.93			0.56	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 77.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1170	36	33	730	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1258	39	35	785	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	110	6	43	157	11	10	50	1473	46	81	1358	29
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	680	105	785	1225	193	177	2	1760	54	36	1622	34
Grp Volume(v), veh/h	38	0	0	27	0	0	1302	0	0	837	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0	1595	0	0	1816	0	0	1692	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	0.0	0.0	30.2	0.0	0.0	10.4	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.04		0.02
Lane Grp Cap(c), veh/h	159	0	0	177	0	0	1569	0	0	1467	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.15	0.00	0.00	0.83	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	403	0	0	412	0	0	1921	0	0	1776	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.7	0.0	0.0	33.4	0.0	0.0	3.4	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.0	2.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.0	15.3	0.0	0.0	5.0	0.0	0.0
LnGrp Delay(d),s/veh	34.4	0.0	0.0	33.8	0.0	0.0	6.1	0.0	0.0	2.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1302			837	
Approach Delay, s/veh		34.4			33.8			6.1			2.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		8.0		65.7		8.0		65.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		3.0		32.2		3.6		12.4
Green Ext Time (p_c), s		0.2		29.4		0.2		37.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1009	48	12	591	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.801			0.841			0.967			0.971	
Satd. Flow (perm)	0	1544	0	0	1605	0	0	1708	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			6			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1160	55	14	679	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1252	0	0	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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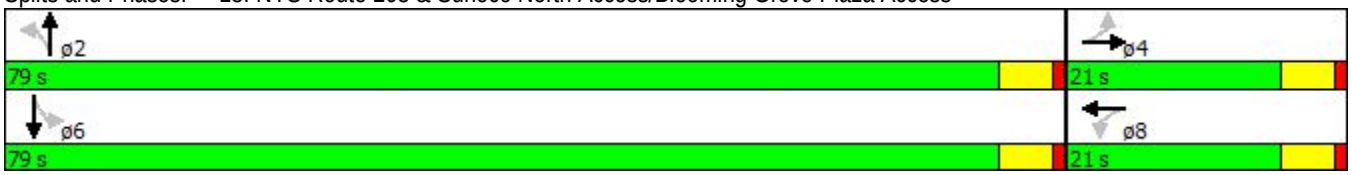
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.24			0.43			0.91			0.54	
Control Delay		37.8			29.5			19.7			5.0	
Queue Delay		0.0			0.0			14.4			8.1	
Total Delay		37.8			29.5			34.1			13.1	
Queue Length 50th (ft)		15			19			367			100	
Queue Length 95th (ft)		42			58			#935			190	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		282			321			1420			1399	
Starvation Cap Reductn		0			0			183			623	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.23			1.01			0.94	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	1009	48	12	591	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1160	55	14	679	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	162	25	23	115	10	65	72	1326	62	58	1307	72
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1059	333	309	607	139	878	28	1674	78	12	1650	91
Grp Volume(v), veh/h	33	0	0	74	0	0	1252	0	0	731	0	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1624	0	0	1781	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.2	0.0	0.0	35.2	0.0	0.0	10.8	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.04	0.02		0.05
Lane Grp Cap(c), veh/h	209	0	0	190	0	0	1460	0	0	1437	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.39	0.00	0.00	0.86	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	416	0	0	409	0	0	1804	0	0	1770	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	33.5	0.0	0.0	5.2	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.3	0.0	0.0	3.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.5	0.0	0.0	18.2	0.0	0.0	5.2	0.0	0.0
LnGrp Delay(d),s/veh	33.0	0.0	0.0	34.8	0.0	0.0	8.8	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1252			731	
Approach Delay, s/veh		33.0			34.8			8.8			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.3		10.6		64.3		10.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		37.2		3.2		12.8		5.2
Green Ext Time (p_c), s		22.1		0.4		28.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1201	7	2	797
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.107	
Satd. Flow (perm)	1652	0	1790	1319	171	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1305	8	2	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1305	8	2	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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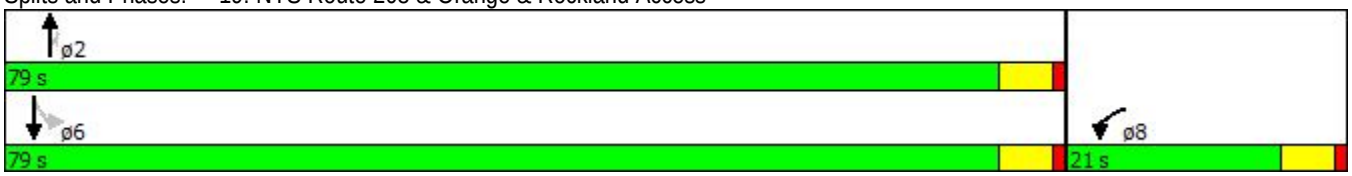
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.10		0.90	0.01	0.01	0.58
Control Delay	30.0		16.0	1.1	2.0	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	30.0		16.0	1.1	2.0	4.9
Queue Length 50th (ft)	3		326	0	0	111
Queue Length 95th (ft)	20		#950	2	1	194
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	311		1532	1130	146	1565
Starvation Cap Reductn	0		0	0	0	146
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.85	0.01	0.01	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 86.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1201	7	2	797
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1305	8	2	866
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	30	42	1465	1080	212	1496
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	580	812	1790	1319	358	1828
Grp Volume(v), veh/h	13	0	1305	8	2	866
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	358	1828
Q Serve(g_s), s	0.6	0.0	37.6	0.1	0.3	12.6
Cycle Q Clear(g_c), s	0.6	0.0	37.6	0.1	37.9	12.6
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	78	0	1465	1080	212	1496
V/C Ratio(X)	0.17	0.00	0.89	0.01	0.01	0.58
Avail Cap(c_a), veh/h	313	0	1718	1265	262	1753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	4.7	1.3	17.4	2.4
Incr Delay (d2), s/veh	1.0	0.0	5.6	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	19.7	0.0	0.0	6.2
LnGrp Delay(d),s/veh	36.0	0.0	10.3	1.3	17.4	2.8
LnGrp LOS	D		B	A	B	A
Approach Vol, veh/h	13		1313			868
Approach Delay, s/veh	36.0		10.2			2.8
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		68.1				68.1		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		39.6				39.9		2.6
Green Ext Time (p_c), s		23.3				23.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	257	1209	227	203	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.904		0.976			
Flt Protected	0.982					0.989
Satd. Flow (prot)	3368	0	3432	0	0	3211
Flt Permitted	0.982					0.989
Satd. Flow (perm)	3368	0	3432	0	0	3211
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			694
Travel Time (s)	14.3		6.3			8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	279	1314	247	221	735
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	1561	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	436	1561	956
Demand Flow Rate, veh/h	445	1619	997
Vehicles Circulating, veh/h	1367	225	160
Vehicles Exiting, veh/h	477	932	1652
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	23.8	15.8	7.7
Approach LOS	C	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.360	0.640	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	285	761	858	469	528
Cap Entry Lane, veh/h	383	432	1096	1118	1164	1180
Entry HV Adj Factor	0.981	0.979	0.964	0.965	0.958	0.960
Flow Entry, veh/h	157	279	734	828	449	507
Cap Entry, veh/h	376	423	1057	1078	1115	1133
V/C Ratio	0.418	0.659	0.694	0.767	0.403	0.447
Control Delay, s/veh	18.4	26.8	14.2	17.2	7.4	8.0
LOS	C	D	B	C	A	A
95th %tile Queue, veh	2	5	6	8	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	158	156	937	274	39	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.933			0.850		
Flt Protected	0.975					0.997
Satd. Flow (prot)	1694	0	1845	1599	0	3434
Flt Permitted	0.975					0.997
Satd. Flow (perm)	1694	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	168	166	997	291	41	662
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	997	291	0	703
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	334	1288	703
Demand Flow Rate, veh/h	340	1334	737
Vehicles Circulating, veh/h	1037	42	171
Vehicles Exiting, veh/h	42	866	1206
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	27.9	13.6	6.4
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.469	0.531
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	340	1037	297	346	391
Cap Entry Lane, veh/h	479	1321	1323	1152	1170
Entry HV Adj Factor	0.982	0.962	0.980	0.955	0.953
Flow Entry, veh/h	334	997	291	330	373
Cap Entry, veh/h	470	1271	1297	1100	1114
V/C Ratio	0.710	0.785	0.224	0.300	0.334
Control Delay, s/veh	27.9	16.2	4.7	6.2	6.5
LOS	D	C	A	A	A
95th %tile Queue, veh	6	9	1	1	1

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.81			0.29	0.79	
Control Delay	16.2			6.1	51.6	
Queue Delay	2.5			0.0	0.0	
Total Delay	18.6			6.1	51.6	
Queue Length 50th (ft)	325			70	141	
Queue Length 95th (ft)	#659			121	218	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1290	404	
Starvation Cap Reductn	135			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.91			0.29	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	632	349	0	364	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1897	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	652	360	0	375	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	831	459	0	1366	299	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1150	635	0	1891	1796	14
Grp Volume(v), veh/h	0	1012	0	375	262	0
Grp Sat Flow(s),veh/h/ln	0	1785	0	1891	1817	0
Q Serve(g_s), s	0.0	32.7	0.0	6.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	32.7	0.0	6.2	12.6	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1290	0	1366	302	0
V/C Ratio(X)	0.00	0.78	0.00	0.27	0.87	0.00
Avail Cap(c_a), veh/h	0	1290	0	1366	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	4.3	36.5	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	0.0	3.3	7.3	0.0
LnGrp Delay(d),s/veh	0.0	12.8	0.0	4.8	48.1	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1012			375	262	
Approach Delay, s/veh	12.8			4.8	48.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		34.7				8.2		14.6
Green Ext Time (p_c), s		5.9				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.180	
Satd. Flow (perm)	1771	1479	1900	1507	306	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		102		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	103	994	253	140	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.29	0.70	0.19	0.43	0.45
Control Delay	118.1	10.6	13.1	1.1	6.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	10.6	13.1	1.1	6.1	4.1
Queue Length 50th (ft)	142	0	430	14	18	123
Queue Length 95th (ft)	#283	51	604	27	29	167
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	447	1414	1328	414	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.23	0.70	0.19	0.34	0.45

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	98	944	240	133	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	103	994	253	140	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	200	1457	1388	330	1565
Arrive On Green	0.09	0.09	0.77	0.77	0.03	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	103	994	253	140	652
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	8.5	35.8	3.7	2.3	12.3
Cycle Q Clear(g_c), s	12.1	8.5	35.8	3.7	2.3	12.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	200	1457	1388	330	1565
V/C Ratio(X)	0.93	0.52	0.68	0.18	0.42	0.42
Avail Cap(c_a), veh/h	165	200	1457	1388	483	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.2	8.0	1.6	10.2	2.9
Incr Delay (d2), s/veh	51.0	2.3	2.6	0.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.9	19.6	2.8	2.2	6.5
LnGrp Delay(d),s/veh	114.1	59.4	10.6	1.9	11.0	3.7
LnGrp LOS	F	E	B	A	B	A
Approach Vol, veh/h	257		1247			792
Approach Delay, s/veh	92.2		8.8			5.0
Approach LOS	F		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	112.3				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	4.3	37.8				14.3		14.1
Green Ext Time (p_c), s	0.4	17.0				18.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

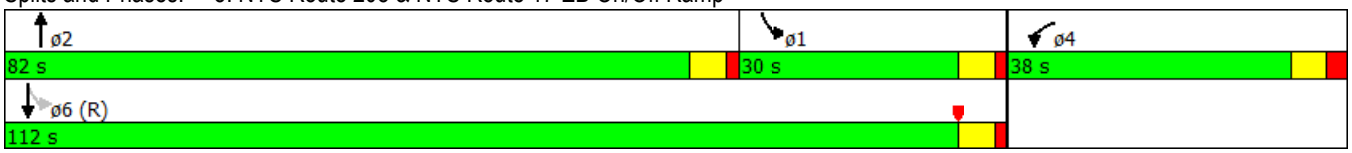
Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m525
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	423	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1732	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	790	0	292	814
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	56.5	0.0	8.2	0.0
Cycle Q Clear(g_c), s	15.3	0.0	56.5	0.0	8.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	423	1310
V/C Ratio(X)	0.88	0.00	0.85	0.00	0.69	0.62
Avail Cap(c_a), veh/h	366	0	927	803	423	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.44	0.44
Uniform Delay (d), s/veh	65.1	0.0	31.8	0.0	40.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	9.8	0.0	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	30.8	0.0	9.6	0.4
LnGrp Delay(d),s/veh	69.7	0.0	41.6	0.0	42.4	1.0
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	69.7		41.6			11.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.2		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	10.2	58.5		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.4		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Two Way Analysis cannot be performed on Signalized Intersection.

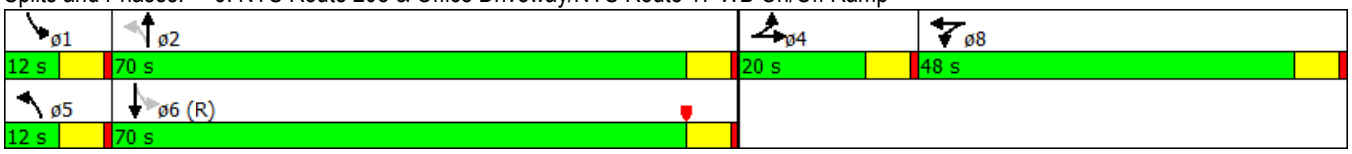
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.985			0.955		0.170			0.251		
Satd. Flow (perm)	0	1740	0	0	1815	1615	312	1782	1607	458	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				153			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	459	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.28	0.24	0.68	0.22	0.41	0.84	
Control Delay		105.2			79.7	0.4	32.2	49.2	0.2	20.5	38.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.4	32.2	49.2	0.2	20.5	38.0	
Queue Length 50th (ft)		143			392	0	35	423	0	51	596	
Queue Length 95th (ft)		#292			#543	0	m44	m552	m0	m80	#863	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	214	797	1607	297	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.28	0.24	0.68	0.22	0.41	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	301	815	686	287	767	31
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	173	0	0	416	0	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	301	815	686	287	0	798
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.17	0.66	0.00	0.43	0.00	0.84
Avail Cap(c_a), veh/h	160	0	0	508	0	452	325	815	686	287	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	25.0	34.4	0.0	27.2	0.0	6.5
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	1.9	0.0	1.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	18.3	0.0	3.0	0.0	13.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	25.1	36.3	0.0	28.2	0.0	16.6
LnGrp LOS	F			E			C	D		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		161.7			77.9			35.4			18.4	
Approach LOS		F			E			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	35.9		16.0	4.5	26.9		35.7
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.2		0.8

Intersection Summary		
HCM 2010 Ctrl Delay	48.6	
HCM 2010 LOS	D	

Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	948	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1721	0	1668	1492
Flt Permitted	0.353				0.950	
Satd. Flow (perm)	623	1747	1721	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	977	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	977	708	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.19	0.68	0.50		0.14	0.17
Control Delay	3.7	7.4	4.6		26.7	11.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.7	7.4	4.6		26.7	11.6
Queue Length 50th (ft)	8	148	79		9	0
Queue Length 95th (ft)	24	330	164		44	30
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	611	1715	1689		509	489
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.16	0.57	0.42		0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 44.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	948	655	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	977	675	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	547	1250	1171	57	91	82
Arrive On Green	0.67	0.67	0.67	0.67	0.05	0.05
Sat Flow, veh/h	749	1872	1754	86	1791	1599
Grp Volume(v), veh/h	100	977	0	708	37	49
Grp Sat Flow(s),veh/h/ln	749	1872	0	1840	1791	1599
Q Serve(g_s), s	3.0	12.9	0.0	7.4	0.7	1.1
Cycle Q Clear(g_c), s	10.3	12.9	0.0	7.4	0.7	1.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	547	1250	0	1228	91	82
V/C Ratio(X)	0.18	0.78	0.00	0.58	0.40	0.60
Avail Cap(c_a), veh/h	1521	3686	0	3624	504	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.0	4.1	0.0	3.2	16.3	16.5
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.2	1.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.4	0.0	3.6	0.4	0.5
LnGrp Delay(d),s/veh	6.0	4.5	0.0	3.4	17.4	19.1
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		1077	708		86	
Approach Delay, s/veh		4.7	3.4		18.4	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		28.7		6.8		28.7		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		14.9		3.1		9.4		
Green Ext Time (p_c), s		8.8		0.1		8.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	976	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1698	0	0	1808	1815	0
Flt Permitted	0.959			0.990		
Satd. Flow (perm)	1698	0	0	1791	1815	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1027	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1038	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.78	0.61	
Control Delay	73.3			10.5	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			10.5	11.5	
Queue Length 50th (ft)	239			163	338	
Queue Length 95th (ft)	#369			m197	445	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1325	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.78	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	976	706	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1027	743	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1368	1257	127
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	8	1849	1698	171
Grp Volume(v), veh/h	260	0	1038	0	0	818
Grp Sat Flow(s),veh/h/ln	1748	0	1857	0	0	1870
Q Serve(g_s), s	21.1	0.0	0.0	0.0	0.0	30.3
Cycle Q Clear(g_c), s	21.1	0.0	48.5	0.0	0.0	30.3
Prop In Lane	0.86	0.13	0.01			0.09
Lane Grp Cap(c), veh/h	338	0	1398	0	0	1384
V/C Ratio(X)	0.77	0.00	0.74	0.00	0.00	0.59
Avail Cap(c_a), veh/h	338	0	1398	0	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	11.4	0.0	0.0	9.0
Incr Delay (d2), s/veh	15.5	0.0	1.9	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	25.5	0.0	0.0	16.2
LnGrp Delay(d),s/veh	72.8	0.0	13.3	0.0	0.0	10.9
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1038	818	
Approach Delay, s/veh	72.8			13.3	10.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		50.5		23.1		32.3		
Green Ext Time (p_c), s		8.3		0.4		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

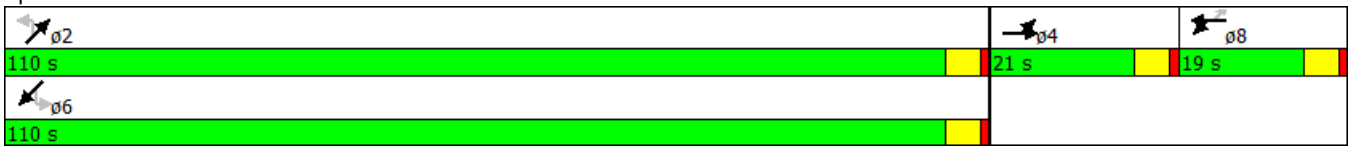
Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	816	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.987			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1798	0	0	1795	0
Flt Permitted		0.969			0.957			0.947			0.950	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1706	0	0	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	833	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	970	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.71			0.48	
Control Delay		70.3			72.9	2.5		13.8			8.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		13.8			8.3	
Queue Length 50th (ft)		53			66	0		436			208	
Queue Length 95th (ft)		107			122	4		769			354	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1359			1360	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.71			0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 134.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	

Splits and Phases: 11: NYS Route 208 & Duelk Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	816	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	833	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	72	1223	134	55	1328	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	56	1554	171	34	1688	65
Grp Volume(v), veh/h	67	0	0	74	0	23	970	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1782	0	0	1787	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	31.2	0.0	0.0	15.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.05		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1430	0	0	1435	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.68	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1430	0	0	1435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	6.3	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	2.6	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	16.7	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	8.9	0.0	0.0	5.7	0.0	0.0
LnGrp LOS	E			E		E	A			A		
Approach Vol, veh/h		67			97			970			656	
Approach Delay, s/veh		68.4			69.9			8.9			5.7	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Two Way Analysis cannot be performed on Signalized Intersection.

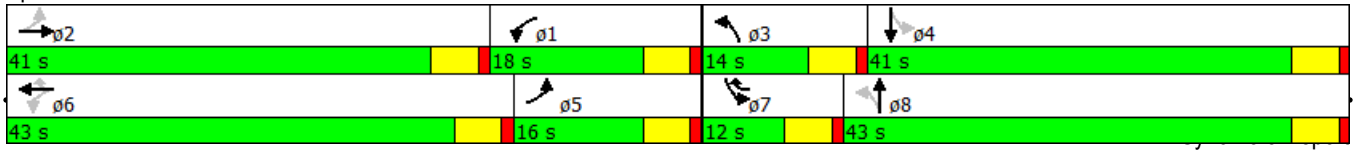
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1749	0	1652	1670	1583	1599	1508	0	1695	1684	0
Flt Permitted	0.247			0.214			0.635			0.233		
Satd. Flow (perm)	402	1749	0	369	1670	1507	1050	1508	0	412	1684	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.91	0.76	0.24	0.09	0.89		0.77	0.28	
Control Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Length 50th (ft)	20	276		113	258	10	14	283		87	82	
Queue Length 95th (ft)	42	401		#222	364	38	37	#502		#215	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	307	660		333	663	659	499	598		273	699	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.77	0.59	0.24	0.08	0.75		0.77	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1836	1900	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	347	430	33	289	445	518	423	149	346	246	400	214
Arrive On Green	0.14	0.28	0.28	0.12	0.26	0.26	0.02	0.31	0.31	0.07	0.36	0.36
Sat Flow, veh/h	1670	1514	116	1774	1727	1553	1659	478	1108	1757	1102	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1670	0	1629	1774	1727	1553	1659	0	1587	1757	0	1693
Q Serve(g_s), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	347	0	463	289	445	518	423	0	496	246	0	615
V/C Ratio(X)	0.15	0.00	0.91	0.88	0.88	0.31	0.09	0.00	0.90	0.86	0.00	0.32
Avail Cap(c_a), veh/h	347	0	624	328	698	746	542	0	641	246	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	32.5	39.2	33.5	9.0	21.3	0.0	31.0	25.2	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	12.7	20.0	5.1	0.1	0.0	0.0	11.9	23.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.2	8.1	10.3	1.7	0.7	0.0	12.7	3.7	0.0	3.6
LnGrp Delay(d),s/veh	33.4	0.0	45.2	59.2	38.6	9.1	21.3	0.0	42.9	48.6	0.0	21.7
LnGrp LOS	C		D	E	D	A	C		D	D		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		43.9			39.3			41.1			35.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	31.7	7.2	39.1	18.4	29.2	12.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	25.6	3.5	9.8	2.0	22.4	9.0	27.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.4	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

Two Way Analysis cannot be performed on Signalized Intersection.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	441	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.970		0.950			0.203			0.275		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	373	1782	1607	502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			459			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	459	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	459	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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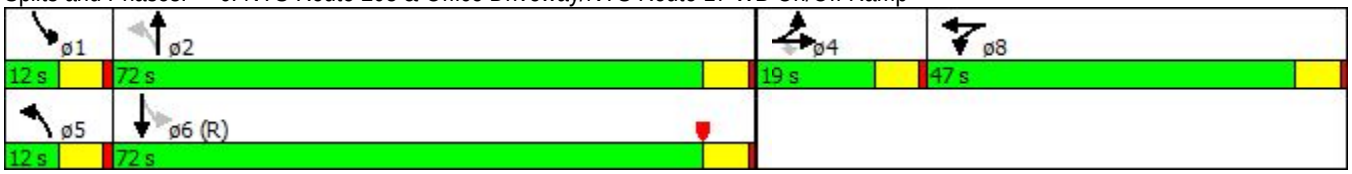
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.28	0.20	0.63	0.22	0.36	0.78	
Control Delay		88.9	12.4	72.5	41.5	0.4	29.6	46.0	0.2	18.0	32.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.4	29.6	46.0	0.2	18.0	32.5	
Queue Length 50th (ft)		80	0	368	16	0	35	412	0	50	332	
Queue Length 95th (ft)		138	37	485	38	0	m44	m544	m0	m79	#840	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	253	851	1607	337	851	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.28	0.20	0.63	0.22	0.36	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	441	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	340	840	707	303	791	32
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	83	0	90	395	21	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	340	840	707	303	0	823
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.15	0.64	0.00	0.40	0.00	0.81
Avail Cap(c_a), veh/h	160	0	140	519	525	441	364	840	707	303	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	23.1	32.8	0.0	25.4	0.0	4.6
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	1.7	0.0	0.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	17.8	0.0	2.9	0.0	10.5
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	23.2	34.5	0.0	26.2	0.0	13.1
LnGrp LOS	E		F	E	D		C	C		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		79.8			69.8			33.5			15.2	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	35.1		10.2	4.4	21.2		33.8
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	946	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.961		
Satd. Flow (perm)	1717	0	0	1792	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	996	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1036	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.11			0.85	0.58	
Control Delay	18.2			13.5	6.0	
Queue Delay	0.0			0.6	0.0	
Total Delay	18.2			14.1	6.0	
Queue Length 50th (ft)	1			164	78	
Queue Length 95th (ft)	24			337	146	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	558			1766	1782	
Starvation Cap Reductn	0			359	59	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.74	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 53.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	946	670	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	996	705	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	24	88	97	1353	1363	14
Arrive On Green	0.08	0.08	0.74	0.74	0.74	0.74
Sat Flow, veh/h	325	1170	36	1838	1851	18
Grp Volume(v), veh/h	24	0	1036	0	0	712
Grp Sat Flow(s),veh/h/ln	1560	0	1874	0	0	1869
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	0.8	0.0	16.2	0.0	0.0	8.6
Prop In Lane	0.21	0.75	0.04			0.01
Lane Grp Cap(c), veh/h	117	0	1450	0	0	1376
V/C Ratio(X)	0.20	0.00	0.71	0.00	0.00	0.52
Avail Cap(c_a), veh/h	470	0	2647	0	0	2605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	4.0	0.0	0.0	3.0
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	8.6	0.0	0.0	4.3
LnGrp Delay(d),s/veh	23.9	0.0	4.7	0.0	0.0	3.3
LnGrp LOS	C		A			A
Approach Vol, veh/h	24			1036	712	
Approach Delay, s/veh	23.9			4.7	3.3	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				44.1		9.0		44.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.2		2.8		10.6
Green Ext Time (p_c), s				20.9		0.0		21.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1183	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1232	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1238	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.88	0.56	
Control Delay	27.1			14.4	4.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	27.1			14.4	4.8	
Queue Length 50th (ft)	1			249	94	
Queue Length 95th (ft)	14			479	153	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	419			1752	1792	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.71	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 68.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1183	772	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1232	804	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	25	62	55	1475	1505	4
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	421	1052	2	1857	1895	5
Grp Volume(v), veh/h	8	0	1238	0	0	806
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.3	0.0	27.8	0.0	0.0	10.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	99	0	1530	0	0	1508
V/C Ratio(X)	0.08	0.00	0.81	0.00	0.00	0.53
Avail Cap(c_a), veh/h	396	0	2071	0	0	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	4.3	0.0	0.0	2.5
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	14.2	0.0	0.0	5.3
LnGrp Delay(d),s/veh	30.6	0.0	6.1	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	8			1238	806	
Approach Delay, s/veh	30.6			6.1	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		59.1		9.0		59.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		29.8		2.3		12.3		
Green Ext Time (p_c), s		24.3		0.0		28.3		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	850	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.969		
Satd. Flow (perm)	1707	0	0	1763	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	859	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	891	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.15			0.81	0.57	
Control Delay	15.3			12.8	6.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	15.3			12.8	6.9	
Queue Length 50th (ft)	3			125	68	
Queue Length 95th (ft)	30			270	140	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	646			1763	1775	
Starvation Cap Reductn	0			49	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.52	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 45.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	850	620	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	859	626	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	58	92	104	1239	1228	25
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	637	1019	29	1814	1798	37
Grp Volume(v), veh/h	40	0	891	0	0	639
Grp Sat Flow(s),veh/h/ln	1698	0	1843	0	0	1835
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.0	0.0	12.6	0.0	0.0	7.5
Prop In Lane	0.37	0.60	0.04			0.02
Lane Grp Cap(c), veh/h	154	0	1343	0	0	1253
V/C Ratio(X)	0.26	0.00	0.66	0.00	0.00	0.51
Avail Cap(c_a), veh/h	615	0	3124	0	0	3076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	4.2	0.0	0.0	3.4
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.4	0.0	0.0	3.7
LnGrp Delay(d),s/veh	19.6	0.0	4.8	0.0	0.0	3.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	40			891	639	
Approach Delay, s/veh	19.6			4.8	3.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				35.2		9.0		35.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.6		3.0		9.5
Green Ext Time (p_c), s				15.6		0.0		15.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	843	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		4			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	852	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	874	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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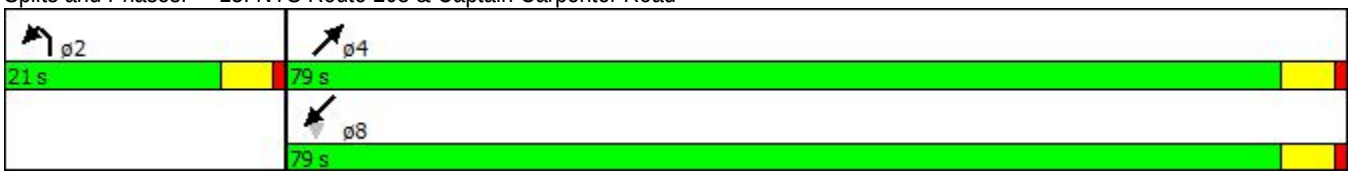
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.79			0.58
Control Delay	17.9		11.9			7.1
Queue Delay	0.0		0.0			0.2
Total Delay	17.9		11.9			7.2
Queue Length 50th (ft)	3		115			66
Queue Length 95th (ft)	20		237			131
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	653		1813			1786
Starvation Cap Reductn	0		0			398
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.48			0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 42.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	843	22	3	620
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	852	22	3	626
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	108	50	1231	32	85	1246
Arrive On Green	0.09	0.09	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1155	533	1826	47	1	1849
Grp Volume(v), veh/h	20	0	0	874	629	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1873	1851	0
Q Serve(g_s), s	0.4	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	12.2	7.2	0.0
Prop In Lane	0.65	0.30		0.03	0.00	
Lane Grp Cap(c), veh/h	166	0	0	1263	1332	0
V/C Ratio(X)	0.12	0.00	0.00	0.69	0.47	0.00
Avail Cap(c_a), veh/h	662	0	0	3228	3259	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	4.3	3.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.3	3.6	0.0
LnGrp Delay(d),s/veh	18.2	0.0	0.0	5.0	3.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	20		874			629
Approach Delay, s/veh	18.2		5.0			3.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		33.9				33.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		14.2				9.2
Green Ext Time (p_c), s		0.0		14.7				14.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	846	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	872	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	875	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.79	0.57	
Control Delay	17.5			11.9	6.8	
Queue Delay	0.0			0.2	0.0	
Total Delay	17.5			12.1	6.8	
Queue Length 50th (ft)	0			113	66	
Queue Length 95th (ft)	8			220	120	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	676			1797	1819	
Starvation Cap Reductn	0			316	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.59	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 42	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	846	621	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	872	640	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	64	64	84	1258	1268	4
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	690	690	1	1860	1875	6
Grp Volume(v), veh/h	5	0	875	0	0	642
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1880
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.1	0.0	12.4	0.0	0.0	7.3
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	159	0	1343	0	0	1272
V/C Ratio(X)	0.03	0.00	0.65	0.00	0.00	0.50
Avail Cap(c_a), veh/h	637	0	3257	0	0	3214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	4.3	0.0	0.0	3.4
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.3	0.0	0.0	3.7
LnGrp Delay(d),s/veh	18.0	0.0	4.8	0.0	0.0	3.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			875	642	
Approach Delay, s/veh	18.0			4.8	3.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.3		9.0		34.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.4		2.1		9.3
Green Ext Time (p_c), s				14.9		0.0		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	832	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.956
Satd. Flow (perm)	1674	0	1813	0	0	1723
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	858	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	874	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.13		0.79			0.62
Control Delay	15.0		12.0			7.9
Queue Delay	0.0		0.0			0.1
Total Delay	15.0		12.0			7.9
Queue Length 50th (ft)	3		115			72
Queue Length 95th (ft)	25		243			148
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	660		1813			1723
Starvation Cap Reductn	0		0			164
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.48			0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	832	16	25	609
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1879	1900	1900	1864
Adj Flow Rate, veh/h	14	19	858	16	26	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	65	88	1251	23	105	1212
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	706	958	1839	34	28	1781
Grp Volume(v), veh/h	34	0	0	874	654	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1873	1809	0
Q Serve(g_s), s	0.8	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	12.2	7.6	0.0
Prop In Lane	0.41	0.56		0.02	0.04	
Lane Grp Cap(c), veh/h	157	0	0	1274	1316	0
V/C Ratio(X)	0.22	0.00	0.00	0.69	0.50	0.00
Avail Cap(c_a), veh/h	627	0	0	3167	3065	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	4.2	3.4	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	6.3	3.9	0.0
LnGrp Delay(d),s/veh	19.1	0.0	0.0	4.9	3.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	34		874			654
Approach Delay, s/veh	19.1		4.9			3.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		34.8				34.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.8		14.2				9.6
Green Ext Time (p_c), s		0.0		15.5				15.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	808	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.994			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1871	0	0	1855	0
Flt Permitted		0.814			0.798			0.995			0.977	
Satd. Flow (perm)	0	1470	0	0	1474	0	0	1861	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	833	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	876	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.08			0.20			0.78			0.59	
Control Delay		17.3			17.9			11.9			7.5	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		17.3			17.9			12.0			7.5	
Queue Length 50th (ft)		2			7			119			72	
Queue Length 95th (ft)		20			38			258			151	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		568			574			1861			1815	
Starvation Cap Reductn		0			0			178			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.08			0.52			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 44.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	808	35	15	598	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	833	36	15	616	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	183	33	59	210	23	45	86	1211	52	94	1214	19
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	599	359	639	827	252	490	3	1784	77	13	1788	29
Grp Volume(v), veh/h	20	0	0	48	0	0	876	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1597	0	0	1569	0	0	1864	0	0	1830	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.2	0.0	0.0	12.4	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.04	0.02		0.02
Lane Grp Cap(c), veh/h	274	0	0	278	0	0	1349	0	0	1327	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.17	0.00	0.00	0.65	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	692	0	0	698	0	0	3229	0	0	3133	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	18.5	0.0	0.0	4.2	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	6.3	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	18.3	0.0	0.0	18.8	0.0	0.0	4.8	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		20			48			876			641	
Approach Delay, s/veh		18.3			18.8			4.8			3.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		34.6		9.0		34.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.2		14.4		2.4		9.4
Green Ext Time (p_c), s		0.2		15.3		0.2		15.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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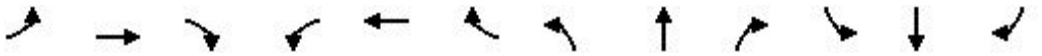

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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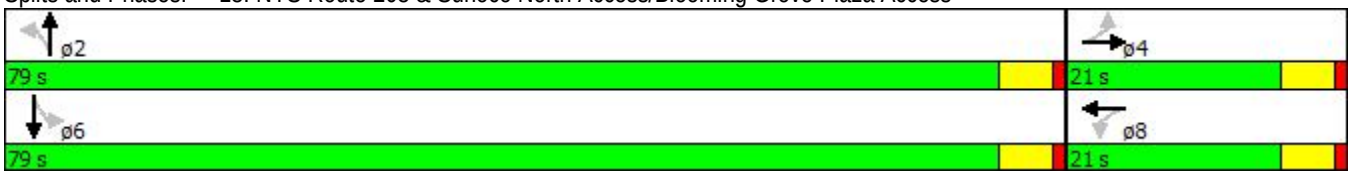
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.14			0.23			0.84			0.56	
Control Delay		26.5			17.7			14.1			6.5	
Queue Delay		0.0			0.0			0.1			0.3	
Total Delay		26.5			17.7			14.2			6.9	
Queue Length 50th (ft)		6			6			160			70	
Queue Length 95th (ft)		35			44			356			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		469			573			1790			1698	
Starvation Cap Reductn		0			0			133			525	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.10			0.60			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	924	24	20	556	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1841	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	943	24	20	567	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	254	14	10	149	12	80	89	1274	32	92	1163	80
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1348	167	121	534	146	963	17	1800	45	20	1642	113
Grp Volume(v), veh/h	27	0	0	58	0	0	990	0	0	627	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1643	0	0	1862	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	15.5	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	278	0	0	242	0	0	1395	0	0	1335	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.00	0.71	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	647	0	0	646	0	0	2923	0	0	2757	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	0.0	4.3	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	20.6	0.0	0.0	21.3	0.0	0.0	5.0	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			990			627	
Approach Delay, s/veh		20.6			21.3			5.0			3.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		9.0		38.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		17.5		2.6		9.4		3.6
Green Ext Time (p_c), s		16.4		0.3		16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	972	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.140	
Satd. Flow (perm)	1928	0	1844	1583	269	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			3		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1045	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1045	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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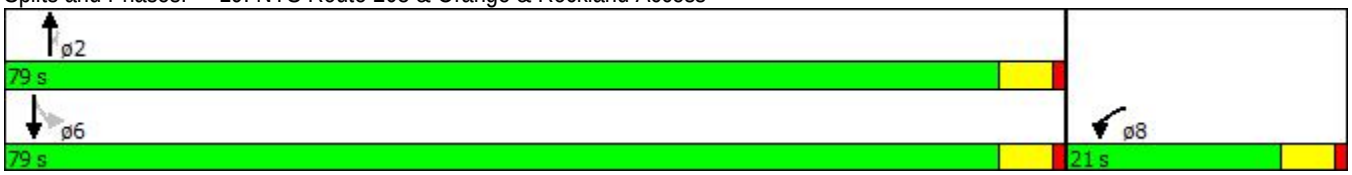
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.12		0.85	0.00	0.01	0.64
Control Delay	20.4		13.7	1.7	2.5	7.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.4		13.7	1.7	2.5	7.1
Queue Length 50th (ft)	4		167	0	0	95
Queue Length 95th (ft)	31		345	1	1	182
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	643		1828	1569	267	1847
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.57	0.00	0.01	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	972	3	2	737
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1045	3	2	792
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	64	60	1370	1176	357	1384
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	876	821	1844	1583	552	1863
Grp Volume(v), veh/h	32	0	1045	3	2	792
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	552	1863
Q Serve(g_s), s	0.9	0.0	18.3	0.0	0.1	10.4
Cycle Q Clear(g_c), s	0.9	0.0	18.3	0.0	18.4	10.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	129	0	1370	1176	357	1384
V/C Ratio(X)	0.25	0.00	0.76	0.00	0.01	0.57
Avail Cap(c_a), veh/h	514	0	2503	2149	696	2530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	4.2	1.8	9.6	3.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	9.3	0.0	0.0	5.2
LnGrp Delay(d),s/veh	24.8	0.0	5.1	1.8	9.6	3.5
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	32		1048			794
Approach Delay, s/veh	24.8		5.0			3.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		45.5				45.5		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		20.3				20.4		2.9
Green Ext Time (p_c), s		20.1				20.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.970			
Flt Protected	0.971					0.991
Satd. Flow (prot)	2971	0	3152	0	0	2946
Flt Permitted	0.971					0.991
Satd. Flow (perm)	2971	0	3152	0	0	2946
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			646
Travel Time (s)	14.3		6.3			8.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.08	1.17	1.13	1.23	1.24	1.24
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	CBD
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1247	792
Demand Flow Rate, veh/h	275	1260	812
Vehicles Circulating, veh/h	1004	147	165
Vehicles Exiting, veh/h	403	830	1114
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.4	9.2	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	592	668	382	430
Cap Entry Lane, veh/h	535	585	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	586	661	372	420
Cap Entry, veh/h	499	548	1166	1180	1129	1147
V/C Ratio	0.273	0.221	0.503	0.560	0.330	0.366
Control Delay, s/veh	11.3	9.5	8.7	9.7	6.4	6.8
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	1	3	4	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	1900	1881	0	3505
Flt Permitted						
Satd. Flow (perm)	1611	0	1900	1881	0	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	139	859	641
Demand Flow Rate, veh/h	142	868	660
Vehicles Circulating, veh/h	868	0	0
Vehicles Exiting, veh/h	0	660	1010
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	10.1	4.9
Approach LOS	A	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	142	868	0	310	350
Cap Entry Lane, veh/h	569	1379	1379	1348	1348
Entry HV Adj Factor	0.979	0.990	0.980	0.972	0.970
Flow Entry, veh/h	139	859	0	301	340
Cap Entry, veh/h	557	1366	1352	1310	1308
V/C Ratio	0.250	0.629	0.000	0.230	0.260
Control Delay, s/veh	9.9	10.1	2.7	4.7	5.0
LOS	A	B	A	A	A
95th %tile Queue, veh	1	5	0	1	1

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.61			0.37	0.76	
Control Delay	10.0			7.2	48.5	
Queue Delay	0.5			0.0	0.0	
Total Delay	10.6			7.2	48.5	
Queue Length 50th (ft)	175			93	139	
Queue Length 95th (ft)	311			164	190	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1236			1290	409	
Starvation Cap Reductn	173			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.71			0.36	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	418	221	0	397	216	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	492	260	0	467	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	834	441	0	1366	293	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1154	610	0	1891	1761	14
Grp Volume(v), veh/h	0	752	0	467	257	0
Grp Sat Flow(s),veh/h/ln	0	1764	0	1891	1782	0
Q Serve(g_s), s	0.0	18.5	0.0	8.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	18.5	0.0	8.2	12.6	0.0
Prop In Lane		0.35	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1275	0	1366	296	0
V/C Ratio(X)	0.00	0.59	0.00	0.34	0.87	0.00
Avail Cap(c_a), veh/h	0	1275	0	1366	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	4.6	36.6	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.7	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	4.4	7.2	0.0
LnGrp Delay(d),s/veh	0.0	8.0	0.0	5.3	48.3	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	752			467	257	
Approach Delay, s/veh	8.0			5.3	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.5				10.2		14.6
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.301	
Satd. Flow (perm)	1895	1401	1900	1423	536	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	40	780	39	27	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.19	0.50	0.03	0.05	0.51
Control Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Length 50th (ft)	28	0	208	1	2	122
Queue Length 95th (ft)	63	34	317	5	7	204
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	282	313	1555	1376	606	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.50	0.03	0.04	0.51

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	37	725	36	25	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	40	780	39	27	810
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	76	89	1561	1313	568	1682
Arrive On Green	0.04	0.04	0.82	0.82	0.02	0.88
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	40	780	39	27	810
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	3.2	15.7	0.5	0.3	11.1
Cycle Q Clear(g_c), s	2.2	3.2	15.7	0.5	0.3	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	76	89	1561	1313	568	1682
V/C Ratio(X)	0.45	0.45	0.50	0.03	0.05	0.48
Avail Cap(c_a), veh/h	286	255	1561	1313	749	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	57.3	3.4	1.2	2.6	1.6
Incr Delay (d2), s/veh	4.1	3.5	1.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	8.5	0.3	0.1	6.1
LnGrp Delay(d),s/veh	63.2	60.8	4.6	1.3	2.6	2.6
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	74		819			837
Approach Delay, s/veh	61.9		4.4			2.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	108.6				116.0		10.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	17.7				13.1		5.2
Green Ext Time (p_c), s	0.0	13.0				13.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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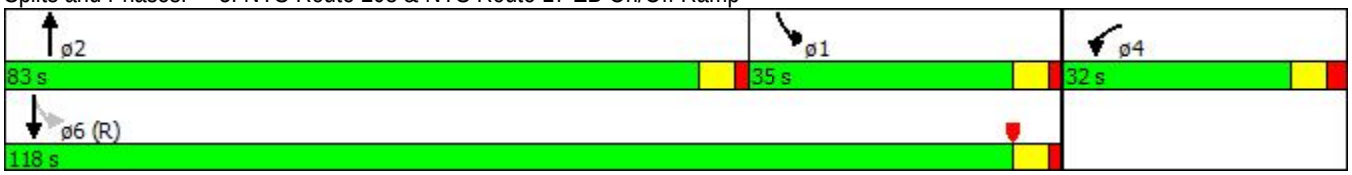
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	609	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1677	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	639	0	334	580
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	38.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	38.1	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	609	1411
V/C Ratio(X)	0.82	0.00	0.67	0.00	0.55	0.41
Avail Cap(c_a), veh/h	288	0	958	806	609	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.66	0.66
Uniform Delay (d), s/veh	68.8	0.0	26.7	0.0	25.3	0.0
Incr Delay (d2), s/veh	5.2	0.0	3.7	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	20.5	0.0	8.5	0.2
LnGrp Delay(d),s/veh	74.0	0.0	30.4	0.0	25.7	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	74.0		30.4			9.8
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	2.0	40.1		10.5		2.0		
Green Ext Time (p_c), s	0.9	1.9		0.2		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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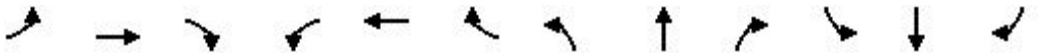

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.982			0.957		0.258			0.430		
Satd. Flow (perm)	0	1630	0	0	1788	1631	498	1765	1607	769	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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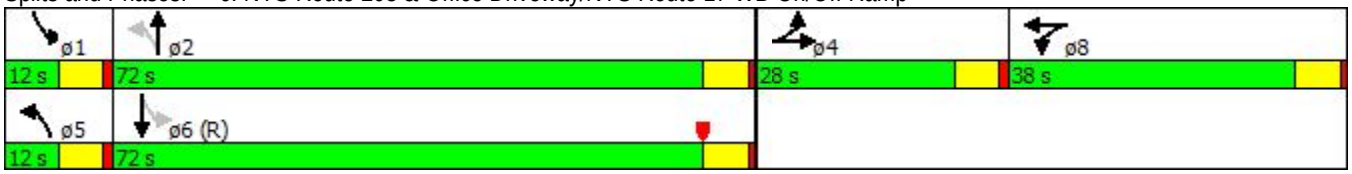
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.16	0.14	0.41	0.15	0.16	0.69	
Control Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Length 50th (ft)		88			215	0	19	165	0	29	288	
Queue Length 95th (ft)		152			296	0	m55	334	0	m59	#821	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	360	958	1607	522	956	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.16	0.14	0.41	0.15	0.16	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	356	832	707	390	777	43
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	115	0	0	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	236	0	0	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		73.1			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		12.6	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.327				0.950	
Satd. Flow (perm)	577	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	714	709	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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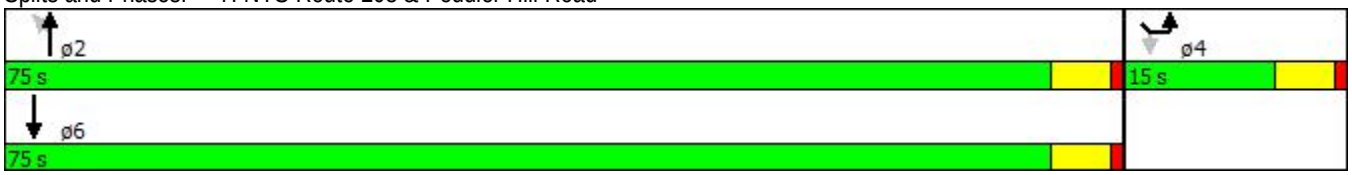
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.08	0.55	0.54		0.02	0.20
Control Delay	3.8	6.4	6.2		15.8	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	6.4	6.2		15.8	7.3
Queue Length 50th (ft)	2	74	72		1	0
Queue Length 95th (ft)	10	173	169		11	26
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	577	1730	1744		701	669
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.41	0.41		0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 29.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	707	691	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	714	698	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	502	1068	1059	17	100	89
Arrive On Green	0.58	0.58	0.58	0.58	0.06	0.06
Sat Flow, veh/h	748	1853	1838	29	1791	1599
Grp Volume(v), veh/h	33	714	0	709	8	73
Grp Sat Flow(s),veh/h/ln	748	1853	0	1867	1791	1599
Q Serve(g_s), s	0.9	7.2	0.0	7.1	0.1	1.2
Cycle Q Clear(g_c), s	7.9	7.2	0.0	7.1	0.1	1.2
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	502	1068	0	1075	100	89
V/C Ratio(X)	0.07	0.67	0.00	0.66	0.08	0.82
Avail Cap(c_a), veh/h	1998	4775	0	4810	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.0	0.0	3.9	12.2	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	0.0	3.6	0.1	0.7
LnGrp Delay(d),s/veh	6.7	4.2	0.0	4.2	12.3	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		747	709		81	
Approach Delay, s/veh		4.4	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.6		6.5		20.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		9.9		3.2		9.1		
Green Ext Time (p_c), s		5.7		0.1		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1829	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				10	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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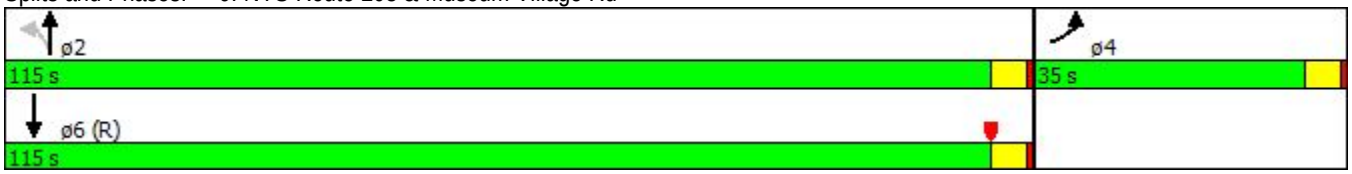
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.53	0.60	
Control Delay	52.1			4.9	11.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			4.9	11.6	
Queue Length 50th (ft)	83			76	334	
Queue Length 95th (ft)	143			110	442	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1343	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.53	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	673	711	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	687	726	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	30	1357	1248	134
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	8	1851	1702	183
Grp Volume(v), veh/h	104	0	695	0	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1885
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	29.8
Cycle Q Clear(g_c), s	7.8	0.0	23.6	0.0	0.0	29.8
Prop In Lane	0.87	0.12	0.01			0.10
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1382
V/C Ratio(X)	0.30	0.00	0.50	0.00	0.00	0.58
Avail Cap(c_a), veh/h	342	0	1387	0	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	8.5	0.0	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	12.2	0.0	0.0	16.1
LnGrp Delay(d),s/veh	53.4	0.0	8.6	0.0	0.0	11.1
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			695	804	
Approach Delay, s/veh	53.4			8.6	11.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		25.6		9.8		31.8		
Green Ext Time (p_c), s		5.4		0.3		5.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1780	0	1668	1818	1599	1727	1565	0	1728	1826	0
Flt Permitted	0.336			0.245			0.656			0.224		
Satd. Flow (perm)	567	1780	0	426	1818	1522	1166	1565	0	407	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				179					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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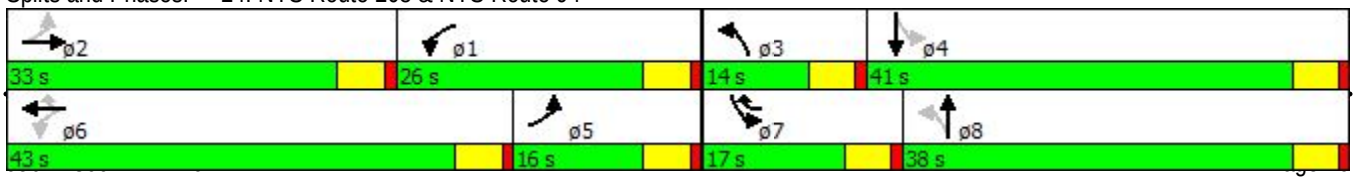
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.85	0.49	0.22	0.10	0.89		0.60	0.21	
Control Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Length 50th (ft)	13	243		139	142	0	16	264		87	69	
Queue Length 95th (ft)	26	#401		206	292	25	40	#452		148	129	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	368	528		487	766	826	501	544		354	761	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.70		0.62	0.41	0.22	0.09	0.74		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	442	361	47	344	385	483	465	138	315	308	487	158
Arrive On Green	0.19	0.25	0.25	0.15	0.20	0.20	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	1737	1467	190	1792	1881	1560	1791	500	1143	1792	1383	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1737	0	1657	1792	1881	1560	1791	0	1643	1792	0	1832
Q Serve(g_s), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Cycle Q Clear(g_c), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	442	0	408	344	385	483	465	0	453	308	0	646
V/C Ratio(X)	0.06	0.00	0.90	0.88	0.81	0.37	0.09	0.00	0.89	0.67	0.00	0.25
Avail Cap(c_a), veh/h	442	0	533	515	821	845	603	0	623	371	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	31.8	34.8	33.1	8.4	21.8	0.0	30.2	21.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	13.1	8.2	1.6	0.2	0.0	0.0	9.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.0	7.9	7.3	1.9	0.7	0.0	10.4	3.4	0.0	2.7
LnGrp Delay(d),s/veh	26.9	0.0	44.9	43.0	34.7	8.6	21.8	0.0	39.2	23.2	0.0	20.1
LnGrp LOS	C		D	D	C	A	C		D	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		43.7			32.0			37.6			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	26.4	7.3	35.7	21.3	22.8	14.0	29.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	20.7	3.5	7.4	2.0	15.8	8.8	22.4
Green Ext Time (p_c), s	0.4	0.8	0.0	2.1	0.4	1.7	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

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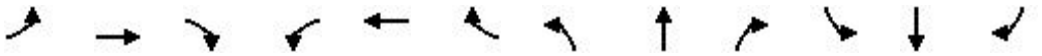

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.967			0.957		0.274			0.438		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	528	1765	1607	784	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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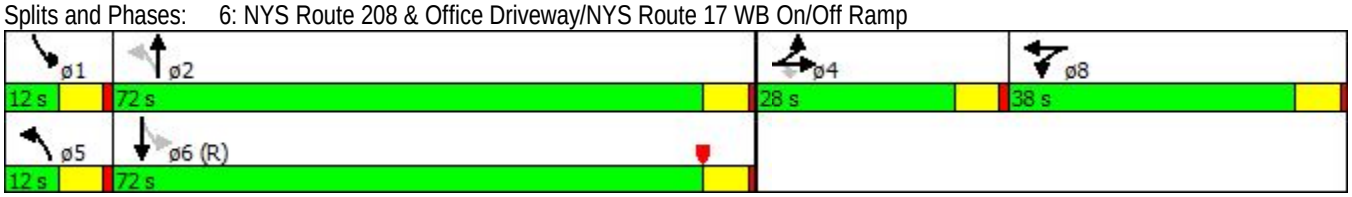
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.16	0.14	0.40	0.15	0.15	0.67	
Control Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Length 50th (ft)		60	0		215	0	18	165	0	27	288	
Queue Length 95th (ft)		109	0		296	0	m55	324	0	m58	374	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	385	993	1607	549	992	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.16	0.14	0.40	0.15	0.15	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	356	832	707	390	777	43
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	62	0	53	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	252	0	219	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		74.6			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		7.3	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.977		
Satd. Flow (perm)	1913	0	0	1804	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.73	0.70	
Control Delay	10.8			11.0	10.1	
Queue Delay	0.0			0.1	0.1	
Total Delay	10.8			11.1	10.1	
Queue Length 50th (ft)	1			80	75	
Queue Length 95th (ft)	17			167	156	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	889			1804	1824	
Starvation Cap Reductn	0			207	162	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.45	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	696	683	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	703	690	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	133	109	1173	1167	17
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	416	1249	17	1868	1859	27
Grp Volume(v), veh/h	25	0	722	0	0	700
Grp Sat Flow(s),veh/h/ln	1735	0	1885	0	0	1886
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	0.5	0.0	8.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	184	0	1282	0	0	1184
V/C Ratio(X)	0.14	0.00	0.56	0.00	0.00	0.59
Avail Cap(c_a), veh/h	738	0	3742	0	0	3710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	4.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.6	0.0	4.6	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	25			722	700	
Approach Delay, s/veh	15.6			4.6	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.6		9.0		28.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.5		10.3
Green Ext Time (p_c), s				13.1		0.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1832	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.78	0.77	
Control Delay	14.5			11.7	11.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.5			11.7	11.3	
Queue Length 50th (ft)	1			103	106	
Queue Length 95th (ft)	13			208	211	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	715			1832	1898	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.46	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	755	781	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	830	858	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	59	82	84	1258	1296	6
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	653	914	4	1834	1890	9
Grp Volume(v), veh/h	13	0	837	0	0	862
Grp Sat Flow(s),veh/h/ln	1697	0	1838	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.3	0.0	11.6	0.0	0.0	11.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	152	0	1342	0	0	1302
V/C Ratio(X)	0.09	0.00	0.62	0.00	0.00	0.66
Avail Cap(c_a), veh/h	609	0	3109	0	0	3151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	4.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.9	0.0	4.5	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	13			837	862	
Approach Delay, s/veh	18.9			4.5	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		9.0		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		13.6		2.3		13.6		
Green Ext Time (p_c), s		16.9		0.0		16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.950		
Satd. Flow (perm)	1726	0	0	1728	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.14			0.72	0.66	
Control Delay	9.8			11.2	9.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			11.2	9.4	
Queue Length 50th (ft)	2			75	67	
Queue Length 95th (ft)	23			165	145	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	864			1728	1797	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.39	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	624	616	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	637	629	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	48	143	133	1073	1099	19
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	419	1257	43	1781	1825	32
Grp Volume(v), veh/h	45	0	673	0	0	640
Grp Sat Flow(s),veh/h/ln	1714	0	1824	0	0	1857
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.8	0.0	7.8	0.0	0.0	7.4
Prop In Lane	0.24	0.73	0.05			0.02
Lane Grp Cap(c), veh/h	195	0	1206	0	0	1118
V/C Ratio(X)	0.23	0.00	0.56	0.00	0.00	0.57
Avail Cap(c_a), veh/h	828	0	3788	0	0	3852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	4.3	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	14.8	0.0	4.7	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	45			673	640	
Approach Delay, s/veh	14.8			4.7	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.2		9.0		26.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		2.8		9.4
Green Ext Time (p_c), s				11.4		0.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1813	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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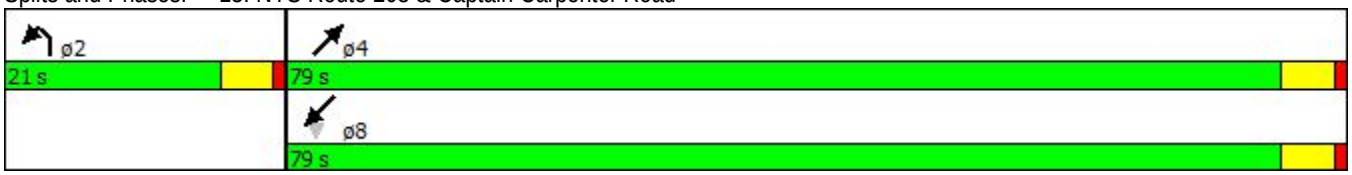
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.04		0.69			0.68
Control Delay	13.6		10.4			10.1
Queue Delay	0.0		0.0			0.1
Total Delay	13.6		10.4			10.2
Queue Length 50th (ft)	2		67			65
Queue Length 95th (ft)	12		141			135
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	839		1813			1808
Starvation Cap Reductn	0		0			287
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.41

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 33.2
Natural Cycle: 50
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	622	13	1	615
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1872
Adj Flow Rate, veh/h	12	1	635	13	1	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	185	15	1079	22	107	1099
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1566	131	1837	38	0	1871
Grp Volume(v), veh/h	14	0	0	648	629	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1875	1871	0
Q Serve(g_s), s	0.2	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.4	7.1	0.0
Prop In Lane	0.86	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	215	0	0	1101	1205	0
V/C Ratio(X)	0.06	0.00	0.00	0.59	0.52	0.00
Avail Cap(c_a), veh/h	862	0	0	4091	4183	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	4.4	4.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.8	3.6	0.0
LnGrp Delay(d),s/veh	13.4	0.0	0.0	4.9	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	14		648			629
Approach Delay, s/veh	13.4		4.9			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		24.9				24.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.2		9.4				9.1
Green Ext Time (p_c), s		0.0		10.5				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1711	0	0	1793	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.71	0.68	
Control Delay	12.2			10.6	9.9	
Queue Delay	0.0			0.1	0.0	
Total Delay	12.2			10.7	9.9	
Queue Length 50th (ft)	0			70	68	
Queue Length 95th (ft)	6			142	135	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	839			1793	1835	
Starvation Cap Reductn	0			270	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.44	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	619	614	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	659	653	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	79	79	105	1112	1132	5
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	690	2	1857	1890	9
Grp Volume(v), veh/h	5	0	663	0	0	656
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	0.0	7.7	0.0	0.0	7.4
Prop In Lane	0.40	0.40	0.01			0.00
Lane Grp Cap(c), veh/h	198	0	1218	0	0	1137
V/C Ratio(X)	0.03	0.00	0.54	0.00	0.00	0.58
Avail Cap(c_a), veh/h	790	0	4025	0	0	4024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	4.4	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	13.8	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			663	656	
Approach Delay, s/veh	13.8			4.7	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.9		9.0		25.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.7		2.1		9.4
Green Ext Time (p_c), s				11.2		0.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.69			0.71
Control Delay	10.6		10.3			10.9
Queue Delay	0.0		0.0			0.0
Total Delay	10.6		10.3			11.0
Queue Length 50th (ft)	2		70			72
Queue Length 95th (ft)	20		150			157
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	806		1815			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.36			0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	610	11	18	606
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1882	1900	1900	1882
Adj Flow Rate, veh/h	13	21	649	12	19	645
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	72	117	1106	20	117	1104
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	634	1024	1841	34	18	1838
Grp Volume(v), veh/h	35	0	0	661	664	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1876	1856	0
Q Serve(g_s), s	0.7	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	7.6	7.6	0.0
Prop In Lane	0.37	0.60		0.02	0.03	
Lane Grp Cap(c), veh/h	195	0	0	1127	1221	0
V/C Ratio(X)	0.18	0.00	0.00	0.59	0.54	0.00
Avail Cap(c_a), veh/h	778	0	0	3957	3949	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	4.3	4.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	4.0	0.0
LnGrp Delay(d),s/veh	14.5	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	35		661			664
Approach Delay, s/veh	14.5		4.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		26.1				26.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.7		9.6				9.6
Green Ext Time (p_c), s		0.0		11.4				11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.773			0.828			0.989			0.995	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1854	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.07			0.10			0.69			0.68	
Control Delay		13.1			12.2			10.4			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			12.2			10.4			10.1	
Queue Length 50th (ft)		2			3			69			67	
Queue Length 95th (ft)		14			18			148			143	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		700			762			1854			1852	
Starvation Cap Reductn		0			0			42			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.04			0.36			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	603	18	5	607	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	628	19	5	632	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	271	37	40	223	50	67	110	1071	32	107	1096	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	803	318	345	557	430	581	8	1800	54	3	1842	12
Grp Volume(v), veh/h	17	0	0	27	0	0	657	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1568	0	0	1862	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.02		0.03	0.01		0.01
Lane Grp Cap(c), veh/h	347	0	0	340	0	0	1213	0	0	1210	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.08	0.00	0.00	0.54	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	876	0	0	904	0	0	3998	0	0	4004	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.7	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		17			27			657			641	
Approach Delay, s/veh		13.7			13.8			4.7			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		25.6		9.0		25.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		2.5		9.6		2.3		9.4
Green Ext Time (p_c), s		0.1		11.0		0.1		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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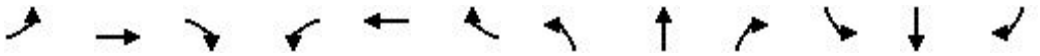

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.722			0.836			0.976			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1779	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			4			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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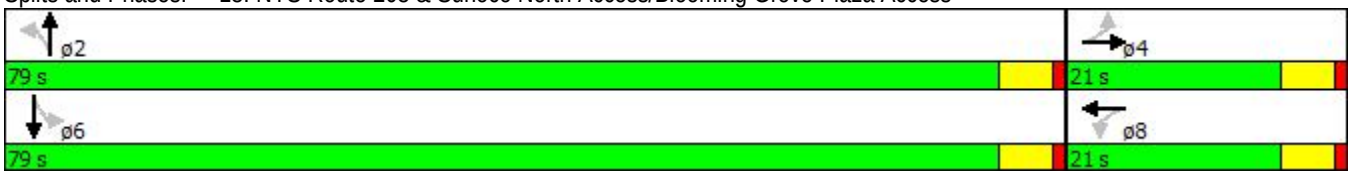
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.12			0.71			0.70	
Control Delay		15.0			11.7			11.0			10.5	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		15.0			11.7			11.0			10.6	
Queue Length 50th (ft)		4			3			74			69	
Queue Length 95th (ft)		22			23			159			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		683			787			1779			1754	
Starvation Cap Reductn		0			0			9			331	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.38			0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	599	16	14	540	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	631	17	15	568	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	350	19	14	222	36	93	119	1056	28	116	964	103
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1278	164	115	568	308	788	18	1793	47	13	1636	175
Grp Volume(v), veh/h	27	0	0	38	0	0	667	0	0	645	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1663	0	0	1859	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.03	0.02		0.10
Lane Grp Cap(c), veh/h	382	0	0	351	0	0	1204	0	0	1183	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	908	0	0	917	0	0	4075	0	0	4010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	13.6	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	13.5	0.0	0.0	13.7	0.0	0.0	4.9	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			667			645	
Approach Delay, s/veh		13.5			13.7			4.9			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		9.0		25.1		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		2.4		9.5		2.6
Green Ext Time (p_c), s		10.4		0.2		10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.295	
Satd. Flow (perm)	1998	0	1844	1583	566	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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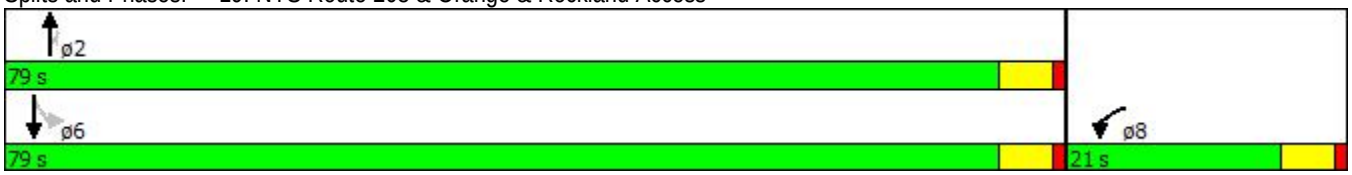
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.70	0.00	0.01	0.72
Control Delay	13.0		10.1	2.5	3.0	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.0		10.1	2.5	3.0	10.5
Queue Length 50th (ft)	0		74	0	0	80
Queue Length 95th (ft)	6		146	1	2	156
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	952		1844	1583	566	1900
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.38	0.00	0.00	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	680	2	2	721
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	694	2	2	736
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	81	81	1139	978	494	1174
Arrive On Green	0.11	0.11	0.62	0.62	0.62	0.62
Sat Flow, veh/h	739	739	1844	1583	768	1900
Grp Volume(v), veh/h	5	0	694	2	2	736
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	768	1900
Q Serve(g_s), s	0.1	0.0	8.5	0.0	0.1	8.9
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	8.5	8.9
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	202	0	1139	978	494	1174
V/C Ratio(X)	0.02	0.00	0.61	0.00	0.00	0.63
Avail Cap(c_a), veh/h	808	0	3726	3198	1572	3840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	4.3	2.7	6.9	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	4.7
LnGrp Delay(d),s/veh	14.6	0.0	4.8	2.7	6.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		696			738
Approach Delay, s/veh	14.6		4.8			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.6				27.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.5				10.9		2.1
Green Ext Time (p_c), s		11.8				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			576
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	23	651	191	27	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	205	27	766	225	32	739
Shared Lane Traffic (%)						
Lane Group Flow (vph)	232	0	766	225	0	771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	232	991	771
Demand Flow Rate, veh/h	237	1004	779
Vehicles Circulating, veh/h	774	33	209
Vehicles Exiting, veh/h	33	955	802
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.3	8.2	6.7
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	237	774	229	366	413
Cap Entry Lane, veh/h	626	1334	1335	1112	1133
Entry HV Adj Factor	0.979	0.990	0.980	0.990	0.989
Flow Entry, veh/h	232	766	225	362	408
Cap Entry, veh/h	613	1320	1308	1101	1121
V/C Ratio	0.379	0.580	0.172	0.329	0.364
Control Delay, s/veh	11.3	9.3	4.2	6.5	6.9
LOS	B	A	A	A	A
95th %tile Queue, veh	2	4	1	1	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1753	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1753	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	708	0	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.57			0.44	0.77	
Control Delay	9.5			8.3	48.2	
Queue Delay	0.4			0.0	0.0	
Total Delay	9.9			8.3	48.2	
Queue Length 50th (ft)	160			122	145	
Queue Length 95th (ft)	319			233	211	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1249			1293	413	
Starvation Cap Reductn	187			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.43	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	425	226	3	513	245	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	462	246	3	558	266	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	838	446	42	1364	304	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1170	623	2	1905	1762	13
Grp Volume(v), veh/h	0	708	561	0	269	0
Grp Sat Flow(s),veh/h/ln	0	1793	1907	0	1782	0
Q Serve(g_s), s	0.0	16.7	0.0	0.0	13.2	0.0
Cycle Q Clear(g_c), s	0.0	16.7	10.6	0.0	13.2	0.0
Prop In Lane		0.35	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1284	1406	0	308	0
V/C Ratio(X)	0.00	0.55	0.40	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1284	1406	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	5.1	0.0	36.3	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.8	0.0	13.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	5.8	0.0	7.6	0.0
LnGrp Delay(d),s/veh	0.0	7.7	6.0	0.0	49.7	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	708			561	269	
Approach Delay, s/veh	7.7			6.0	49.7	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.5				69.5		20.5
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		18.7				12.6		15.2
Green Ext Time (p_c), s		4.7				4.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1858	1583	1900	1464	479	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		203		137		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	203	732	232	205	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Maximum Green (s)	20.0	15.0	90.0	20.0	15.0	110.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.67	0.40	0.55	0.18	0.44	0.60
Control Delay	73.6	7.5	12.3	1.1	6.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	7.5	12.3	1.1	6.0	7.0
Queue Length 50th (ft)	120	0	280	9	32	229
Queue Length 95th (ft)	193	61	465	26	60	380
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	562	1340	1318	515	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.36	0.55	0.18	0.40	0.60

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 135.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	195	703	223	197	831
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	203	732	232	205	866
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	242	302	1355	1322	438	1523
Arrive On Green	0.13	0.13	0.71	0.71	0.05	0.80
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	203	732	232	205	866
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	15.4	24.8	3.8	4.1	23.1
Cycle Q Clear(g_c), s	9.8	15.4	24.8	3.8	4.1	23.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	302	1355	1322	438	1523
V/C Ratio(X)	0.58	0.67	0.54	0.18	0.47	0.57
Avail Cap(c_a), veh/h	270	328	1355	1322	543	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	52.9	9.2	2.0	8.0	5.2
Incr Delay (d2), s/veh	2.5	4.8	1.5	0.3	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.6	13.4	3.1	2.4	12.7
LnGrp Delay(d),s/veh	58.9	57.7	10.8	2.3	8.8	6.7
LnGrp LOS	E	E	B	A	A	A
Approach Vol, veh/h	343		964			1071
Approach Delay, s/veh	58.2		8.7			7.1
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.7	103.3				115.0		22.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	6.1	26.8				25.1		17.4
Green Ext Time (p_c), s	0.5	15.5				15.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1710	0	1872	1591	1823	1900
Flt Permitted	0.970				0.225	
Satd. Flow (perm)	1710	0	1872	1591	432	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			151		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	436	691
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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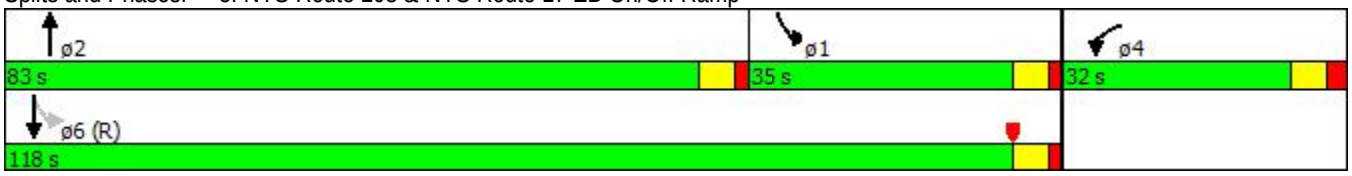
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.84		0.69	0.15	0.71	0.47
Control Delay	84.5		29.8	0.2	26.7	4.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	84.5		29.8	0.2	26.7	4.2
Queue Length 50th (ft)	187		491	0	130	125
Queue Length 95th (ft)	275		684	0	m230	m246
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1027	1591	611	1486
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.69		0.69	0.15	0.71	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	78	677	225	419	663
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1860	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	705	0	436	691
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	568	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1758	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	705	0	436	691
Grp Sat Flow(s),veh/h/ln	1772	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	43.8	0.0	8.7	0.0
Cycle Q Clear(g_c), s	10.9	0.0	43.8	0.0	8.7	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	568	1425
V/C Ratio(X)	0.84	0.00	0.73	0.00	0.77	0.48
Avail Cap(c_a), veh/h	301	0	967	822	568	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.28	0.28
Uniform Delay (d), s/veh	67.4	0.0	28.1	0.0	31.3	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.8	0.0	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	23.8	0.0	13.1	0.1
LnGrp Delay(d),s/veh	72.1	0.0	32.9	0.0	32.9	0.3
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		705			1127
Approach Delay, s/veh	72.1		32.9			12.9
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	10.7	45.8		12.9		2.0		
Green Ext Time (p_c), s	1.2	2.1		0.3		1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.993	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.982			0.955		0.113			0.366		
Satd. Flow (perm)	0	1750	0	0	1833	1631	218	1782	1591	675	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	332	54	438	313	149	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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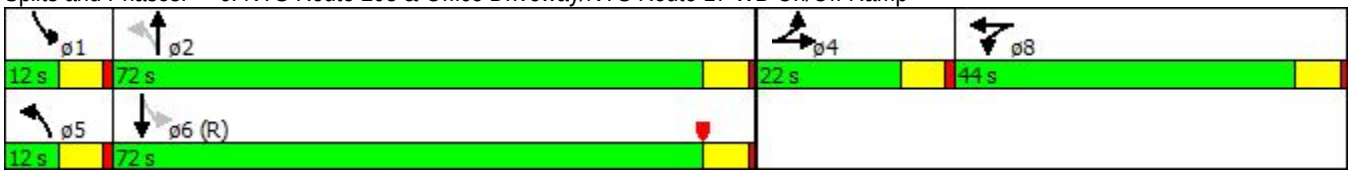
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0		38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.66			0.89	0.20	0.28	0.50	0.20	0.33	0.92	
Control Delay		71.7			81.5	0.3	27.8	35.6	0.2	22.5	44.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	27.8	35.6	0.2	22.5	44.5	
Queue Length 50th (ft)		72			331	0	28	230	0	75	426	
Queue Length 95th (ft)		133			437	0	m51	386	0	m109	#1143	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	191	880	1591	451	886	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.20	0.28	0.50	0.20	0.33	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	126	840	700	374	780	40
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1721	89
Grp Volume(v), veh/h	98	0	0	348	0	0	54	438	0	149	0	813
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1810
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	126	840	700	374	0	821
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.43	0.52	0.00	0.40	0.00	0.99
Avail Cap(c_a), veh/h	184	0	0	464	0	413	151	840	700	374	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.67	0.67	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	34.8	30.5	0.0	26.9	0.0	6.7
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	1.5	1.5	0.0	0.7	0.0	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.3	13.5	0.0	3.5	0.0	33.3
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	36.4	32.1	0.0	27.6	0.0	35.9
LnGrp LOS	E			E			D	C		C		D
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		77.6			78.1			32.5			34.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	27.0		10.4	4.4	63.6		29.9
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	1.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	839	964	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1741	0	1668	1492
Flt Permitted	0.192				0.950	
Satd. Flow (perm)	339	1747	1741	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	865	994	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	865	1027	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Thru	Thru	Thru		Left	Right
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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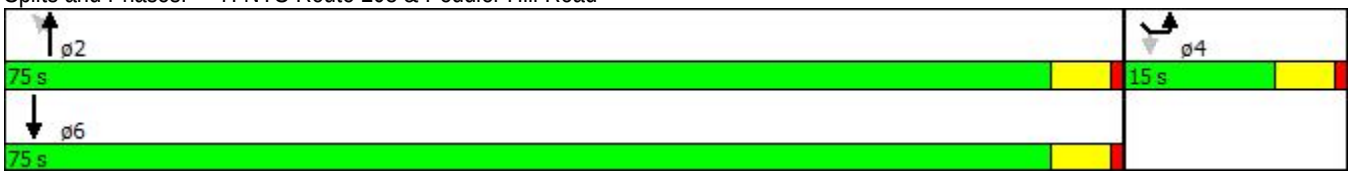
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.22	0.59	0.71		0.15	0.20
Control Delay	4.7	5.6	7.9		29.7	12.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.7	5.6	7.9		29.7	12.3
Queue Length 50th (ft)	5	116	168		10	0
Queue Length 95th (ft)	19	245	381		49	34
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	326	1680	1675		467	457
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.19	0.51	0.61		0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 48.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	839	964	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	865	994	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	368	1341	1291	43	99	89
Arrive On Green	0.72	0.72	0.72	0.72	0.06	0.06
Sat Flow, veh/h	555	1872	1802	60	1791	1599
Grp Volume(v), veh/h	61	865	0	1027	38	55
Grp Sat Flow(s),veh/h/ln	555	1872	0	1862	1791	1599
Q Serve(g_s), s	3.4	10.7	0.0	15.3	0.9	1.5
Cycle Q Clear(g_c), s	18.7	10.7	0.0	15.3	0.9	1.5
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	368	1341	0	1334	99	89
V/C Ratio(X)	0.17	0.64	0.00	0.77	0.38	0.62
Avail Cap(c_a), veh/h	857	2988	0	2972	408	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	3.3	0.0	3.9	20.0	20.3
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.4	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.4	0.0	7.6	0.5	0.7
LnGrp Delay(d),s/veh	9.9	3.5	0.0	4.3	20.9	22.9
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		926	1027		93	
Approach Delay, s/veh		3.9	4.3		22.1	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		36.4		7.4		36.4		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		20.7		3.5		17.3		
Green Ext Time (p_c), s		10.7		0.1		10.8		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	749	909	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1858	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	814	988	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	819	1054	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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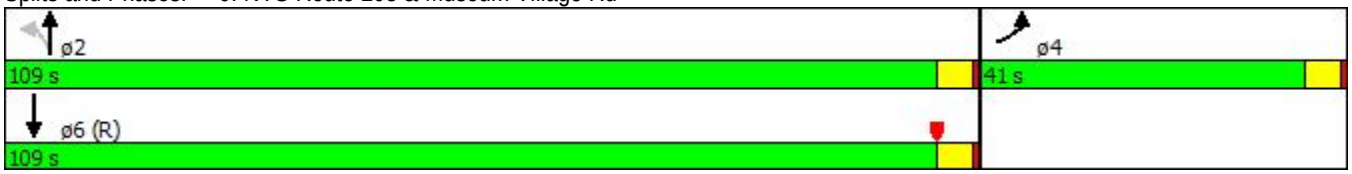
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Maximum Green (s)	36.0		104.0	104.0	104.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.53			0.66	0.82	
Control Delay	54.5			7.8	22.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			7.8	22.9	
Queue Length 50th (ft)	184			131	674	
Queue Length 95th (ft)	272			166	903	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.66	0.82	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	749	909	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	814	988	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	26	1290	1246	83
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	3	1860	1797	120
Grp Volume(v), veh/h	217	0	819	0	0	1054
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1917
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	56.2
Cycle Q Clear(g_c), s	16.0	0.0	35.8	0.0	0.0	56.2
Prop In Lane	0.93	0.07	0.01			0.06
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1329
V/C Ratio(X)	0.51	0.00	0.62	0.00	0.00	0.79
Avail Cap(c_a), veh/h	423	0	1316	0	0	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	12.5	0.0	0.0	15.7
Incr Delay (d2), s/veh	4.4	0.0	0.7	0.0	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	18.7	0.0	0.0	31.1
LnGrp Delay(d),s/veh	53.8	0.0	13.2	0.0	0.0	20.6
LnGrp LOS	D		B			C
Approach Vol, veh/h	217			819	1054	
Approach Delay, s/veh	53.8			13.2	20.6	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		37.8		18.0		58.2		
Green Ext Time (p_c), s		8.4		0.6		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	31	278	313	290	37	135	191	173	162	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1791	0	1668	1818	1583	1661	1601	0	1762	1821	0
Flt Permitted	0.312			0.209			0.613			0.177		
Satd. Flow (perm)	528	1791	0	367	1818	1505	1048	1601	0	328	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	35	312	352	326	42	152	215	194	182	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	435	0	312	352	326	42	367	0	194	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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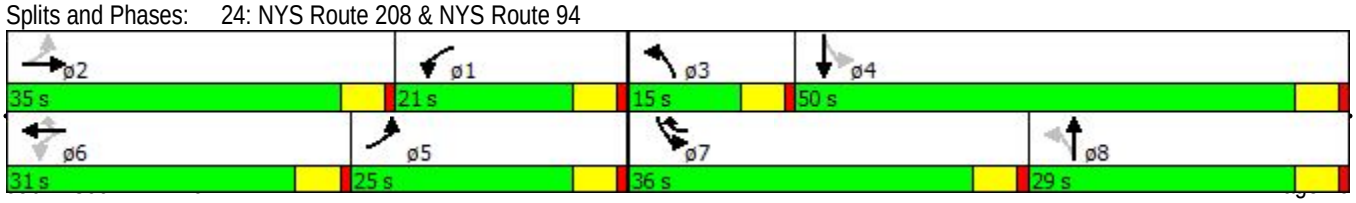
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Maximum Green (s)	20.0	30.0		16.0	26.0	31.0	10.0	24.0		31.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.86		0.87	0.56	0.36	0.13	0.99		0.57	0.35	
Control Delay	18.9	54.0		60.0	36.9	2.6	20.2	86.7		26.7	26.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	54.0		60.0	36.9	2.6	20.2	86.7		26.7	26.3	
Queue Length 50th (ft)	13	270		126	219	3	16	245		83	113	
Queue Length 95th (ft)	34	#472		#325	#382	27	37	#466		132	183	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	519		359	624	1101	402	370		566	796	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.84		0.87	0.56	0.30	0.10	0.99		0.34	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 104
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	31	278	313	290	37	135	191	173	162	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	35	312	352	326	42	152	215	194	182	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	463	434	38	348	414	505	366	168	238	300	456	128
Arrive On Green	0.21	0.28	0.28	0.15	0.22	0.22	0.03	0.24	0.24	0.10	0.32	0.32
Sat Flow, veh/h	1737	1534	134	1792	1881	1547	1723	693	980	1828	1426	400
Grp Volume(v), veh/h	39	0	435	312	352	326	42	0	367	194	0	233
Grp Sat Flow(s),veh/h/ln	1737	0	1668	1792	1881	1547	1723	0	1673	1828	0	1826
Q Serve(g_s), s	0.0	0.0	22.9	11.4	16.2	7.2	1.7	0.0	19.3	6.8	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	22.9	11.4	16.2	7.2	1.7	0.0	19.3	6.8	0.0	9.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	463	0	472	348	414	505	366	0	406	300	0	584
V/C Ratio(X)	0.08	0.00	0.92	0.90	0.85	0.65	0.11	0.00	0.90	0.65	0.00	0.40
Avail Cap(c_a), veh/h	477	0	553	396	540	608	511	0	443	736	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	31.5	36.1	33.9	9.2	24.8	0.0	33.3	23.2	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.0	17.9	19.4	7.9	0.9	0.1	0.0	19.7	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.9	9.5	9.3	3.4	0.8	0.0	11.1	3.4	0.0	4.6
LnGrp Delay(d),s/veh	27.8	0.0	49.4	55.5	41.7	10.1	24.9	0.0	52.9	24.1	0.0	24.2
LnGrp LOS	C		D	E	D	B	C		D	C		C
Approach Vol, veh/h		474			990			409			427	
Approach Delay, s/veh		47.6			35.6			50.1			24.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	30.6	7.4	33.9	24.3	24.9	14.4	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	13.4	24.9	3.7	11.0	2.0	18.2	8.8	21.3
Green Ext Time (p_c), s	0.2	0.7	0.0	2.3	0.6	1.7	0.6	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.968			0.955		0.131			0.372		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	253	1782	1591	686	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	332	54	438	313	149	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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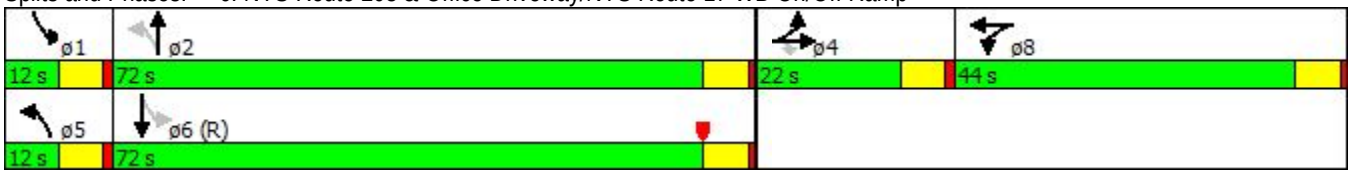
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0	16.0	38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.49	0.23		0.87	0.20	0.25	0.48	0.20	0.31	0.88	
Control Delay		82.9	2.7		77.8	0.3	26.4	34.5	0.2	21.4	39.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	26.4	34.5	0.2	21.4	39.8	
Queue Length 50th (ft)		51	0		331	0	27	230	0	74	426	
Queue Length 95th (ft)		98	0		422	0	m51	386	0	m109	#1143	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	214	918	1591	478	928	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.20	0.25	0.48	0.20	0.31	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	126	840	700	374	780	40
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1721	89
Grp Volume(v), veh/h	53	0	45	348	0	0	54	438	0	149	0	813
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1810
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	126	840	700	374	0	821
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.43	0.52	0.00	0.40	0.00	0.99
Avail Cap(c_a), veh/h	196	0	172	464	0	413	151	840	700	374	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.67	0.67	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	34.8	30.5	0.0	26.9	0.0	6.7
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	1.5	1.5	0.0	0.7	0.0	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.3	13.5	0.0	2.0	0.0	33.3
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	36.4	32.1	0.0	27.6	0.0	35.9
LnGrp LOS	E		E	E			D	C		C		D
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		74.8			78.1			32.5			34.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	27.0		6.3	4.4	63.6		29.9
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	1.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	863	975	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1915	0	0	1833	1826	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	899	1016	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	913	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.12			0.74	0.84	
Control Delay	16.7			9.4	13.2	
Queue Delay	0.0			0.4	0.0	
Total Delay	16.7			9.8	13.2	
Queue Length 50th (ft)	2			123	158	
Queue Length 95th (ft)	27			243	328	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	645			1828	1821	
Starvation Cap Reductn	0			415	27	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.65	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	863	975	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	899	1016	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	31	85	71	1436	1414	15
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	448	1232	9	1896	1867	20
Grp Volume(v), veh/h	31	0	913	0	0	1027
Grp Sat Flow(s),veh/h/ln	1736	0	1906	0	0	1887
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	16.7
Cycle Q Clear(g_c), s	1.0	0.0	12.6	0.0	0.0	16.7
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	120	0	1507	0	0	1429
V/C Ratio(X)	0.26	0.00	0.61	0.00	0.00	0.72
Avail Cap(c_a), veh/h	482	0	2484	0	0	2421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	3.2	0.0	0.0	3.7
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.5	0.0	0.0	8.5
LnGrp Delay(d),s/veh	26.6	0.0	3.6	0.0	0.0	4.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			913	1027	
Approach Delay, s/veh	26.6			3.6	4.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.7		9.0		48.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.6		3.0		18.7
Green Ext Time (p_c), s				25.7		0.0		25.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	923	962	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	961	1002	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	972	1005	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.83	0.84	
Control Delay	17.6			12.8	13.2	
Queue Delay	0.0			0.0	0.1	
Total Delay	17.6			12.8	13.3	
Queue Length 50th (ft)	1			141	148	
Queue Length 95th (ft)	14			283	296	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	585			1788	1828	
Starvation Cap Reductn	0			0	138	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.54	0.59	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 48.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	923	962	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	961	1002	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	21	85	69	1349	1372	4
Arrive On Green	0.07	0.07	0.75	0.75	0.75	0.75
Sat Flow, veh/h	302	1209	6	1790	1821	5
Grp Volume(v), veh/h	11	0	972	0	0	1005
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	17.1
Cycle Q Clear(g_c), s	0.4	0.0	16.2	0.0	0.0	17.1
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	117	0	1417	0	0	1377
V/C Ratio(X)	0.09	0.00	0.69	0.00	0.00	0.73
Avail Cap(c_a), veh/h	468	0	2386	0	0	2381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	3.7	0.0	0.0	3.8
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	8.1	0.0	0.0	8.4
LnGrp Delay(d),s/veh	25.0	0.0	4.3	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			972	1005	
Approach Delay, s/veh	25.0			4.3	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		47.8		9.0		47.8		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		18.2		2.4		19.1		
Green Ext Time (p_c), s		23.8		0.0		23.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	796	901	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.957		
Satd. Flow (perm)	1724	0	0	1741	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	856	969	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	885	975	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.78	0.83	
Control Delay	14.7			11.4	13.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.7			11.5	13.1	
Queue Length 50th (ft)	3			123	144	
Queue Length 95th (ft)	32			267	313	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	657			1741	1816	
Starvation Cap Reductn	0			61	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.53	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 49.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	796	901	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	856	969	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	30	93	88	1334	1385	9
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	409	1266	26	1798	1867	12
Grp Volume(v), veh/h	46	0	885	0	0	975
Grp Sat Flow(s),veh/h/ln	1712	0	1824	0	0	1879
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	15.1
Cycle Q Clear(g_c), s	1.4	0.0	12.4	0.0	0.0	15.1
Prop In Lane	0.24	0.74	0.03			0.01
Lane Grp Cap(c), veh/h	126	0	1421	0	0	1394
V/C Ratio(X)	0.36	0.00	0.62	0.00	0.00	0.70
Avail Cap(c_a), veh/h	537	0	2482	0	0	2531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	3.4	0.0	0.0	3.8
Incr Delay (d2), s/veh	1.8	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	6.3	0.0	0.0	7.8
LnGrp Delay(d),s/veh	25.6	0.0	3.9	0.0	0.0	4.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			885	975	
Approach Delay, s/veh	25.6			3.9	4.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				45.2		9.0		45.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				14.4		3.4		17.1
Green Ext Time (p_c), s				23.5		0.1		23.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	791	15	5	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1815	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	851	16	5	966
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	867	0	0	971
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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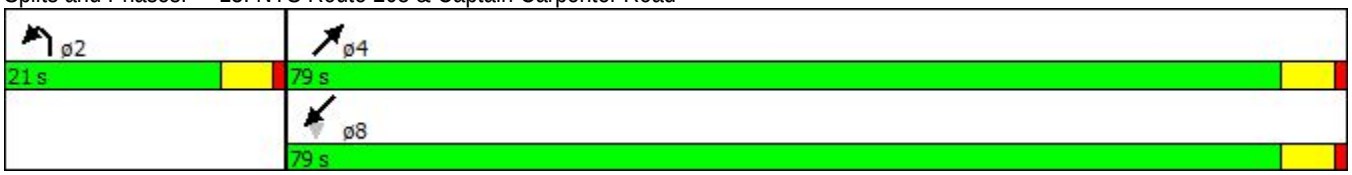
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.74			0.82
Control Delay	20.8		9.6			12.9
Queue Delay	0.0		0.0			0.0
Total Delay	20.8		9.6			12.9
Queue Length 50th (ft)	3		113			143
Queue Length 95th (ft)	21		224			291
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	589		1815			1820
Starvation Cap Reductn	0		0			19
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.48			0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 48.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	791	15	5	898
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	851	16	5	966
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	82	45	1354	25	70	1386
Arrive On Green	0.08	0.08	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1082	590	1841	35	2	1885
Grp Volume(v), veh/h	18	0	0	867	971	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1875	1887	0
Q Serve(g_s), s	0.5	0.0	0.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	12.0	14.8	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	134	0	0	1379	1456	0
V/C Ratio(X)	0.13	0.00	0.00	0.63	0.67	0.00
Avail Cap(c_a), veh/h	535	0	0	2622	2697	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	3.4	3.8	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	6.2	7.5	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	3.9	4.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	18		867			971
Approach Delay, s/veh	23.3		3.9			4.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		43.9				43.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		14.0				16.8
Green Ext Time (p_c), s		0.0		22.5				22.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	795	902	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	828	940	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	830	942	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.73	0.81	
Control Delay	19.0			9.7	12.0	
Queue Delay	0.0			0.3	0.0	
Total Delay	19.0			9.9	12.0	
Queue Length 50th (ft)	0			102	127	
Queue Length 95th (ft)	5			191	241	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	650			1797	1855	
Starvation Cap Reductn	0			384	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.59	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 43.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	795	902	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	828	940	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	47	47	73	1339	1378	3
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	583	583	1	1860	1914	4
Grp Volume(v), veh/h	3	0	830	0	0	942
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	13.5
Cycle Q Clear(g_c), s	0.1	0.0	11.3	0.0	0.0	13.5
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	140	0	1412	0	0	1381
V/C Ratio(X)	0.02	0.00	0.59	0.00	0.00	0.68
Avail Cap(c_a), veh/h	560	0	2823	0	0	2842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	3.5	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.7	0.0	0.0	7.0
LnGrp Delay(d),s/veh	21.2	0.0	3.9	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	3			830	942	
Approach Delay, s/veh	21.2			3.9	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				40.9		9.0		40.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				13.3		2.1		15.5
Green Ext Time (p_c), s				20.6		0.0		20.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	790	6	18	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	823	6	19	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	829	0	0	943
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.16		0.70			0.82
Control Delay	17.2		8.9			13.2
Queue Delay	0.0		0.0			0.2
Total Delay	17.2		8.9			13.4
Queue Length 50th (ft)	4		105			140
Queue Length 95th (ft)	33		217			304
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	604		1835			1784
Starvation Cap Reductn	0		0			199
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.45			0.59

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	790	6	18	887
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	823	6	19	924
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	58	74	1365	10	82	1335
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	736	940	1884	14	13	1844
Grp Volume(v), veh/h	42	0	0	829	943	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1898	1857	0
Q Serve(g_s), s	1.2	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	10.9	14.1	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	135	0	0	1374	1417	0
V/C Ratio(X)	0.31	0.00	0.00	0.60	0.67	0.00
Avail Cap(c_a), veh/h	541	0	0	2765	2747	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	0.0	0.0	3.4	3.9	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	5.7	7.3	0.0
LnGrp Delay(d),s/veh	23.4	0.0	0.0	3.9	4.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	42		829			943
Approach Delay, s/veh	23.4		3.9			4.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.8				41.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		12.9				16.1
Green Ext Time (p_c), s		0.1		21.0				20.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	781	28	20	867	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Flt Permitted		0.820			0.787			0.998			0.975	
Satd. Flow (perm)	0	1544	0	0	1456	0	0	1869	0	0	1851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			5			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	868	31	22	963	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	902	0	0	994	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.04			0.26			0.74			0.83	
Control Delay		25.2			21.5			10.2			13.6	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		25.2			21.5			10.4			13.6	
Queue Length 50th (ft)		2			10			131			163	
Queue Length 95th (ft)		18			51			287			368	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		544			526			1836			1818	
Starvation Cap Reductn		0			0			285			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.11			0.58			0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	781	28	20	867	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	868	31	22	963	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	158	62	13	185	5	35	65	1343	48	78	1364	13
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	722	816	171	997	66	467	1	1803	64	16	1831	17
Grp Volume(v), veh/h	10	0	0	59	0	0	902	0	0	994	0	0
Grp Sat Flow(s),veh/h/ln	1709	0	0	1529	0	0	1868	0	0	1864	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	0.0	0.0	13.3	0.0	0.0	15.7	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.03	0.02		0.01
Lane Grp Cap(c), veh/h	233	0	0	225	0	0	1457	0	0	1455	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.26	0.00	0.00	0.62	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	590	0	0	570	0	0	2500	0	0	2476	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	24.8	0.0	0.0	3.5	0.0	0.0	3.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.9	0.0	0.0	6.7	0.0	0.0	8.0	0.0	0.0
LnGrp Delay(d),s/veh	24.1	0.0	0.0	25.4	0.0	0.0	3.9	0.0	0.0	4.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		10			59			902			994	
Approach Delay, s/veh		24.1			25.4			3.9			4.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.2		46.6		9.2		46.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		4.0		15.3		2.3		17.7
Green Ext Time (p_c), s		0.2		24.3		0.2		23.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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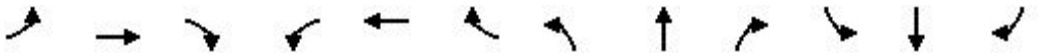

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	616	21	11	685	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.752			0.827			0.967			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1761	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	662	23	12	737	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	708	0	0	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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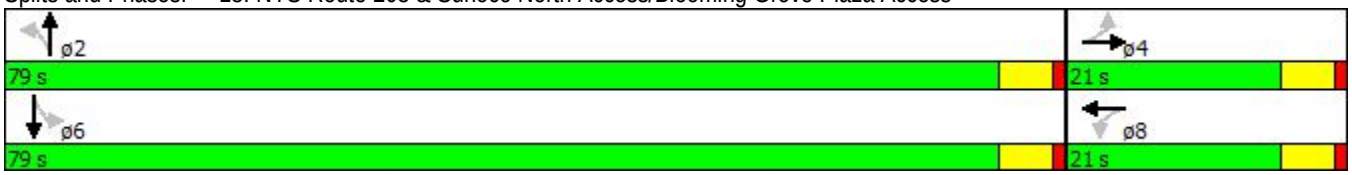
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.12			0.11			0.68			0.77	
Control Delay		18.7			12.5			9.4			11.9	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		18.7			12.5			9.4			12.1	
Queue Length 50th (ft)		5			2			82			103	
Queue Length 95th (ft)		26			21			172			222	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		609			670			1761			1787	
Starvation Cap Reductn		0			0			53			371	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.04			0.41			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 41.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	616	21	11	685	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	662	23	12	737	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	260	36	17	190	23	80	105	1158	39	94	1112	101
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1053	368	171	592	232	824	22	1760	60	8	1690	154
Grp Volume(v), veh/h	28	0	0	30	0	0	708	0	0	817	0	0
Grp Sat Flow(s),veh/h/ln	1592	0	0	1647	0	0	1842	0	0	1852	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	8.4	0.0	0.0	10.9	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.01		0.08
Lane Grp Cap(c), veh/h	313	0	0	293	0	0	1303	0	0	1308	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.10	0.00	0.00	0.54	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	761	0	0	758	0	0	3349	0	0	3405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	16.9	0.0	0.0	3.8	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.3	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	17.0	0.0	0.0	17.1	0.0	0.0	4.2	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			708			817	
Approach Delay, s/veh		17.0			17.1			4.2			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.9		9.0		31.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		10.4		2.5		12.9		2.6
Green Ext Time (p_c), s		14.1		0.2		14.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	752	6	2	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.275	
Satd. Flow (perm)	1862	0	1862	1353	528	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	775	6	2	949
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	775	6	2	949
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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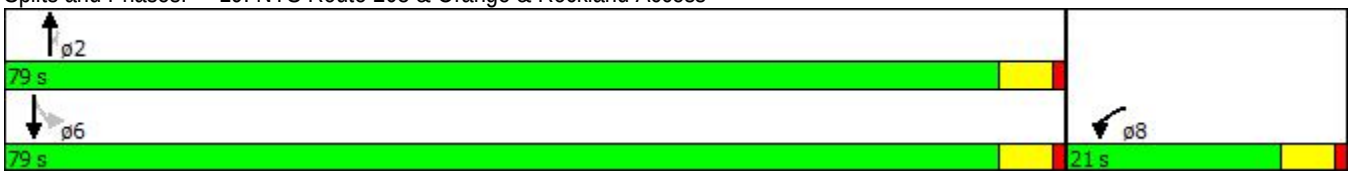
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.04		0.67	0.01	0.01	0.80
Control Delay	19.5		8.2	1.7	2.5	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	19.5		8.2	1.7	2.5	12.1
Queue Length 50th (ft)	2		90	0	0	128
Queue Length 95th (ft)	14		168	2	1	250
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	713		1862	1353	528	1900
Starvation Cap Reductn	0		0	0	0	157
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.42	0.00	0.00	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	752	6	2	921
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	775	6	2	949
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	105	26	1313	954	503	1340
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1243	311	1862	1353	710	1900
Grp Volume(v), veh/h	11	0	775	6	2	949
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	710	1900
Q Serve(g_s), s	0.3	0.0	10.0	0.1	0.1	14.0
Cycle Q Clear(g_c), s	0.3	0.0	10.0	0.1	10.0	14.0
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	144	0	1313	954	503	1340
V/C Ratio(X)	0.08	0.00	0.59	0.01	0.00	0.71
Avail Cap(c_a), veh/h	576	0	2903	2109	1109	2962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	3.5	2.1	6.1	4.1
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.1	0.0	0.0	7.1
LnGrp Delay(d),s/veh	20.3	0.0	4.0	2.1	6.1	4.8
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	11		781			951
Approach Delay, s/veh	20.3		3.9			4.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		38.5				38.5		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		12.0				16.0		2.3
Green Ext Time (p_c), s		17.7				17.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.911		0.964			
Flt Protected	0.980					0.991
Satd. Flow (prot)	3427	0	3455	0	0	3324
Flt Permitted	0.980					0.991
Satd. Flow (perm)	3427	0	3455	0	0	3324
Link Speed (mph)	30		55			55
Link Distance (ft)	628		511			380
Travel Time (s)	14.3		6.3			4.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	343	964	1071
Demand Flow Rate, veh/h	346	980	1081
Vehicles Circulating, veh/h	739	215	143
Vehicles Exiting, veh/h	456	1009	942
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	8.0	7.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.413	0.587	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	203	461	519	508	573
Cap Entry Lane, veh/h	683	729	1106	1127	1182	1197
Entry HV Adj Factor	0.979	1.000	0.982	0.984	0.991	0.991
Flow Entry, veh/h	140	203	453	511	503	568
Cap Entry, veh/h	668	729	1087	1110	1171	1186
V/C Ratio	0.209	0.278	0.417	0.460	0.430	0.479
Control Delay, s/veh	7.9	8.2	7.7	8.3	7.5	8.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	687	186	0	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	873	824
Demand Flow Rate, veh/h	204	884	833
Vehicles Circulating, veh/h	694	27	180
Vehicles Exiting, veh/h	27	986	718
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	7.3	6.8
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	204	694	190	392	441
Cap Entry Lane, veh/h	679	1342	1343	1142	1161
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	200	687	186	387	437
Cap Entry, veh/h	666	1329	1316	1129	1150
V/C Ratio	0.300	0.517	0.141	0.343	0.380
Control Delay, s/veh	9.2	8.2	3.9	6.6	6.9
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

APPENDIX H

SENSITIVITY ANALYSIS
CONVENTIONAL RESIDENTIAL DEVELOPMENT

H.1

HOURLY TRIP GENERATION

TABLE NO. 1-S

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

CLOVEWOOD BLOOMING GROVE, NEW YORK	ENTRY		EXIT		TOTAL	
	HTGR[1]	VOLUME	HTGR[1]	VOLUME	HTGR[1]	VOLUME
COMMUNITY SCENARIO 2						
600 SINGLE FAMILY						
WEEKDAY PEAK AM HOUR	0.18	107	0.54	322	0.72	429
WEEKDAY PEAK PM HOUR	0.55	332	0.32	195	0.87	527
FRIDAY PEAK HOUR	0.55	332	0.32	195	0.87	527
SATURDAY PEAK HOUR [2]	0.48	293	0.41	250	0.89	543
SUNDAY PEAK HOUR	0.40	244	0.36	216	0.76	460
600 ACCESSORY APARTMENTS						
WEEKDAY PEAK AM HOUR	0.08	50	0.31	189	0.39	239
WEEKDAY PEAK PM HOUR	0.35	212	0.19	114	0.54	326
FRIDAY PEAK HOUR	0.35	212	0.19	114	0.54	326
SATURDAY PEAK HOUR [2]	0.13	154	0.22	131	0.35	285
SUNDAY PEAK HOUR	0.23	141	0.21	125	0.44	266
TOTAL						
WEEKDAY PEAK AM HOUR	-----	157	-----	511	-----	668
WEEKDAY PEAK PM HOUR	-----	544	-----	309	-----	853
FRIDAY PEAK HOUR	-----	544	-----	309	-----	853
SATURDAY PEAK HOUR [2]	-----	447	-----	381	-----	828
SUNDAY PEAK HOUR	-----	385	-----	341	-----	726

NOTES:

1) THE CLOVEWOOD DEVELOPMENT IS PROPOSED FOR SOME 600 SINGLE FAMILY HOMES EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS SIMILAR TO KIYRAS JOEL WITH A POTENTIAL MAXIMUM OF 600 ACCESSORY APARTMENTS.

   A SENSITIVITY ANALYSIS WAS CO0NDUCTED (APPENDIX H) UTILIZING HOURLY TRIP GENERATION RATES (HTGR) FOR A CONVENTIONAL RESIDENTIAL DEVELOPMENT(COMMUNITY SCENARIO 2) BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE 210 - SINGLE FAMILY RATES AND ITE LAND USE- 221 - LOW RISE APARTMENT RATES FOR THE ACCESSORY APARTMENTS.

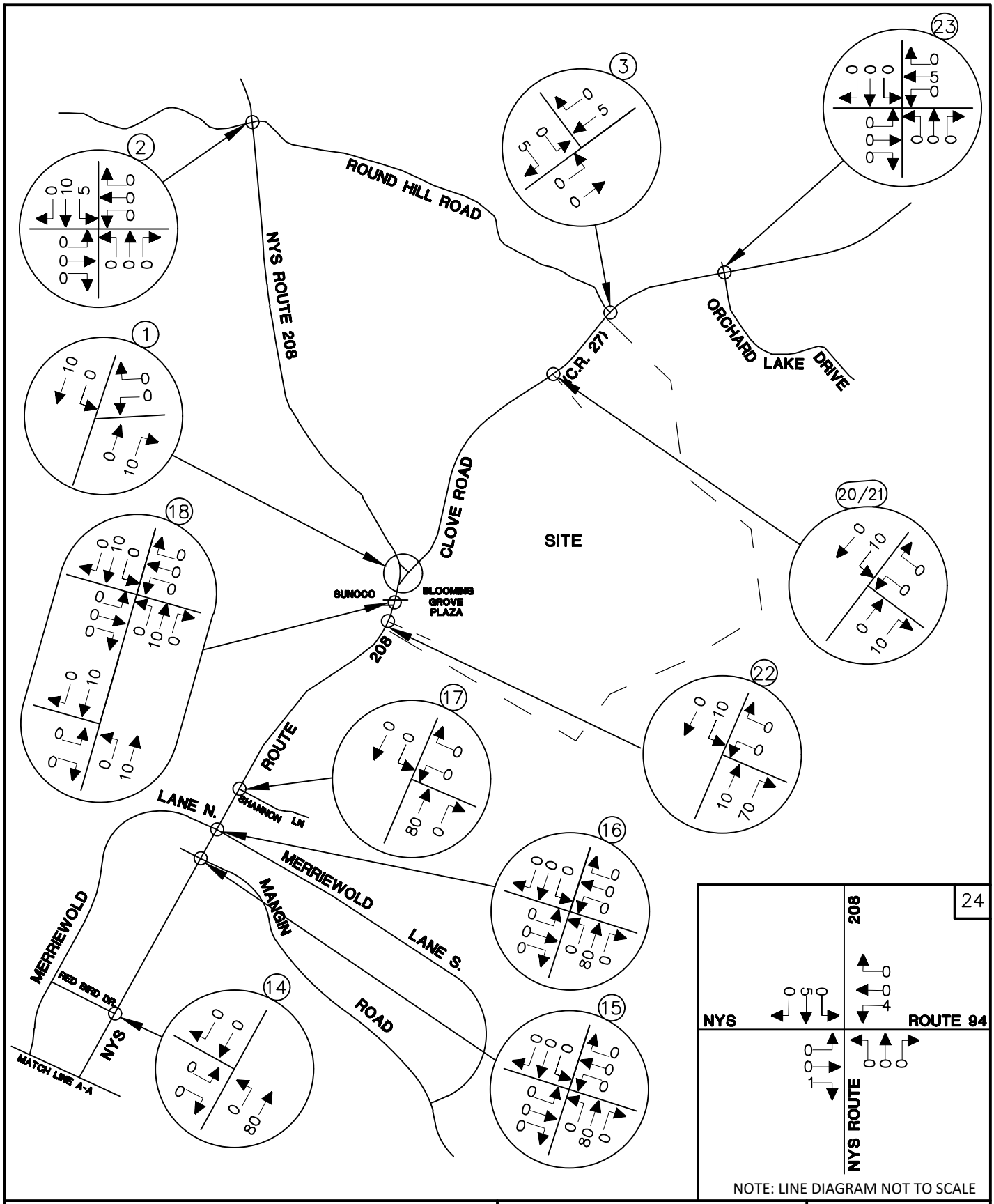
2) SINCE CLOVEWOOD IS EXPECTED TO BE OCCUPIED BY ORTHODOX JEWISH HOUSEHOLDS, THERE IS NO TRAFFIC ON SATURDAYS OR JEWISH

3) IN ADDITION IT SHOULD BE NOTED THAT THESE RATES DO NOT TAKE ANY CREDIT FOR THE USE OF MASS TRANSIT OR CARPOOLING WHICH WOULD OCCUR WITHIN THIS TYPE OF COMMUNITY AND CORRESPONDING DEMOGRAPHIC USAGE

4) IT SHOULD BE NOTED THAT THE ANTICIPATED SITE GENERATION WOULD BE EVEN LESS UTLIZING KIYRAS JOEL RATES.

H.2

FIGURES



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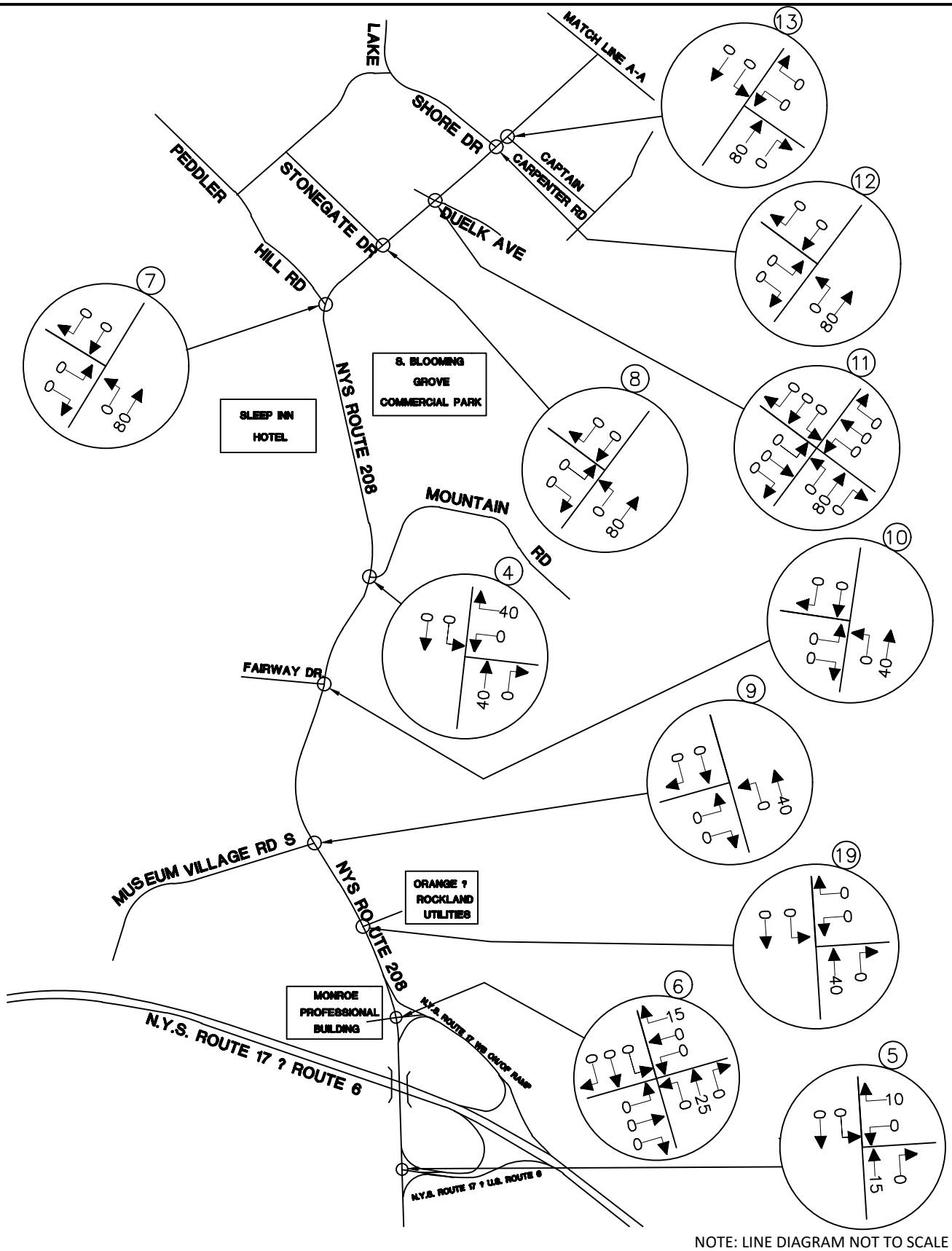
CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

ARRIVAL DISTRIBUTION
(ALL VALUES EXPRESSED AS A %)

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
22–S	



NOTE: LINE DIAGRAM NOT TO SCALE

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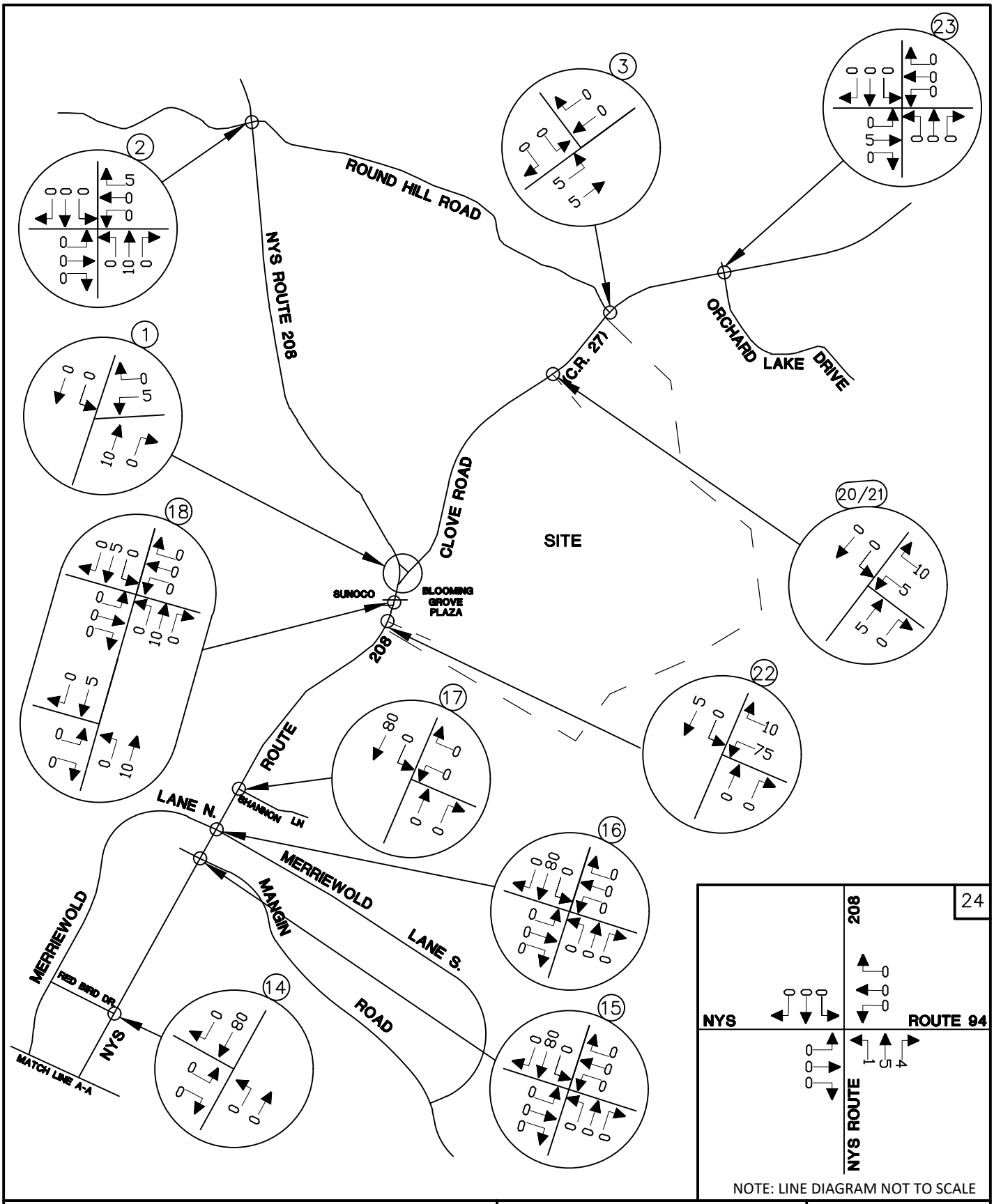
FIGURE NUMBER:
22A–S



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DEPARTURE DISTRIBUTION
(ALL VALUES EXPRESSED AS A %)

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
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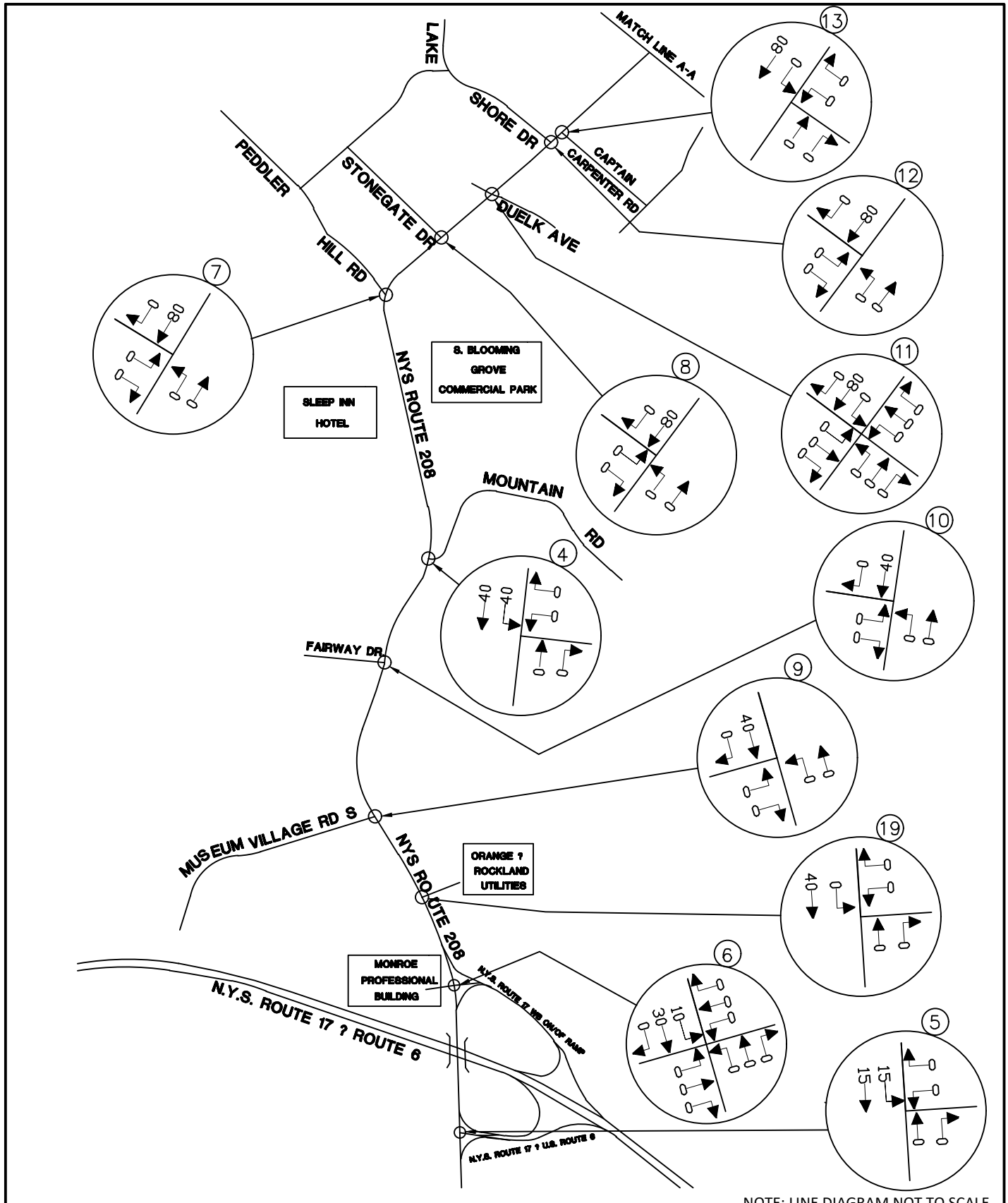

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FIGURE NUMBER:	
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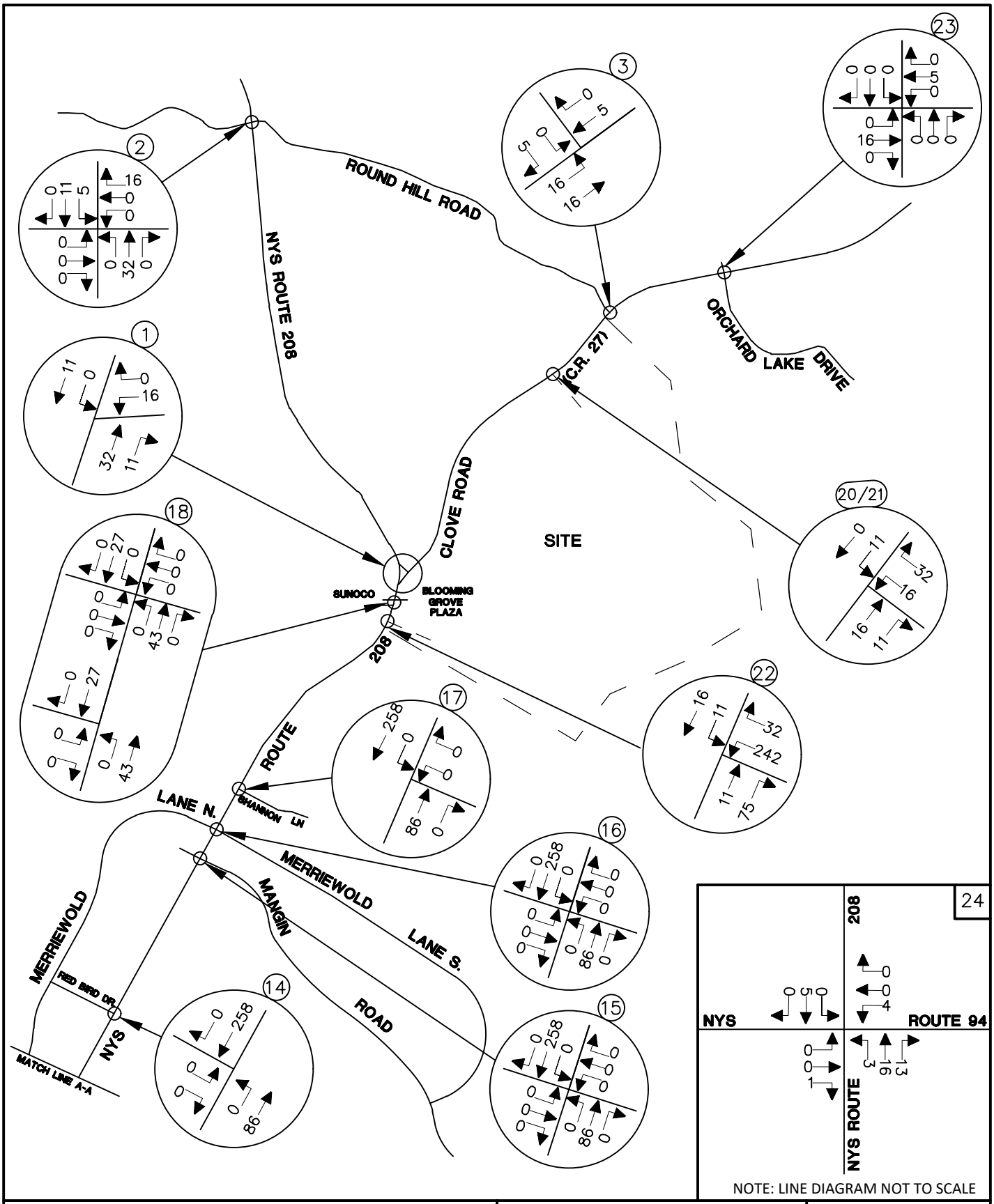

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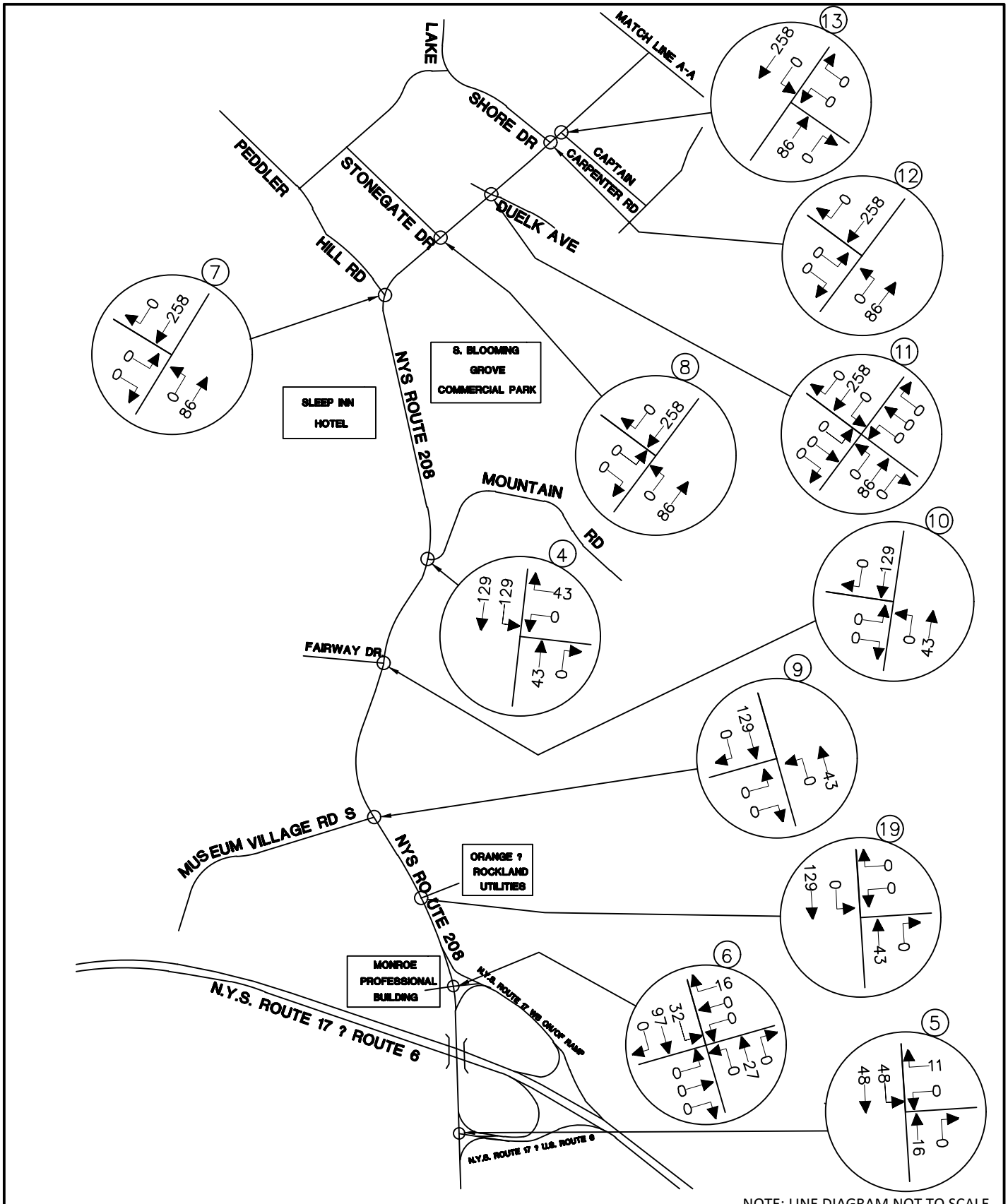
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
24–S	



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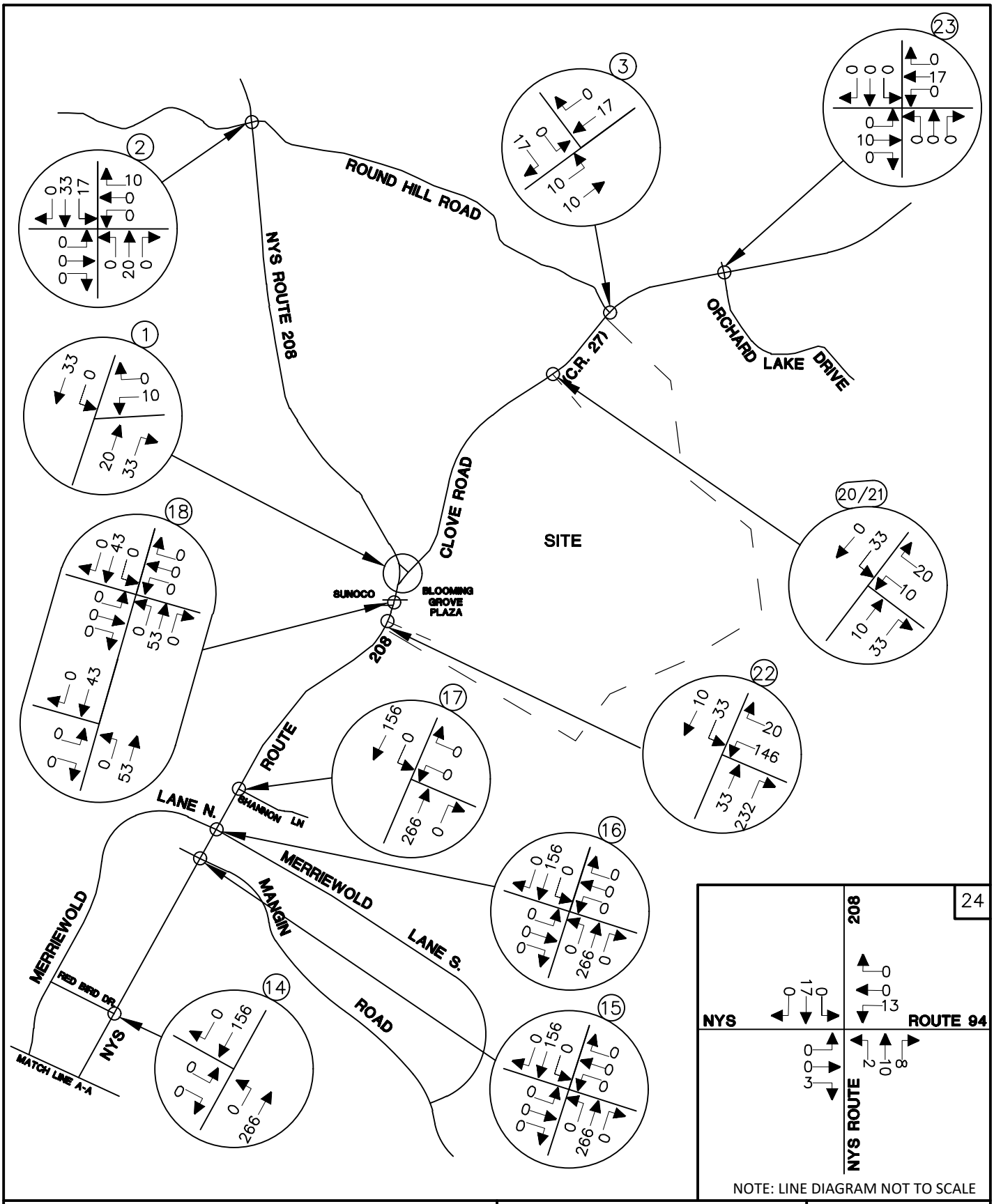
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017

FIGURE NUMBER:
24A–S



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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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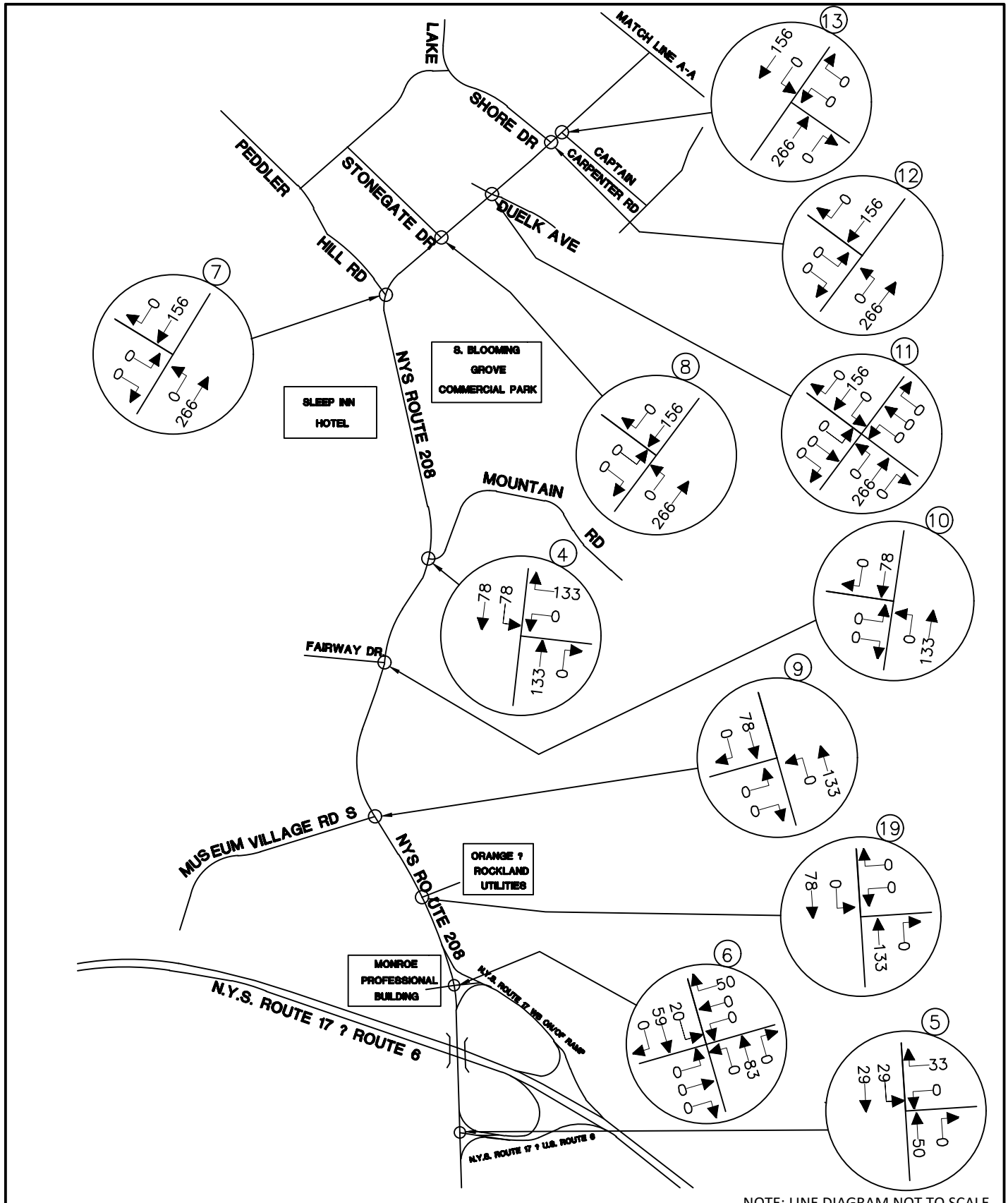
FIGURE NUMBER:	
25–S	



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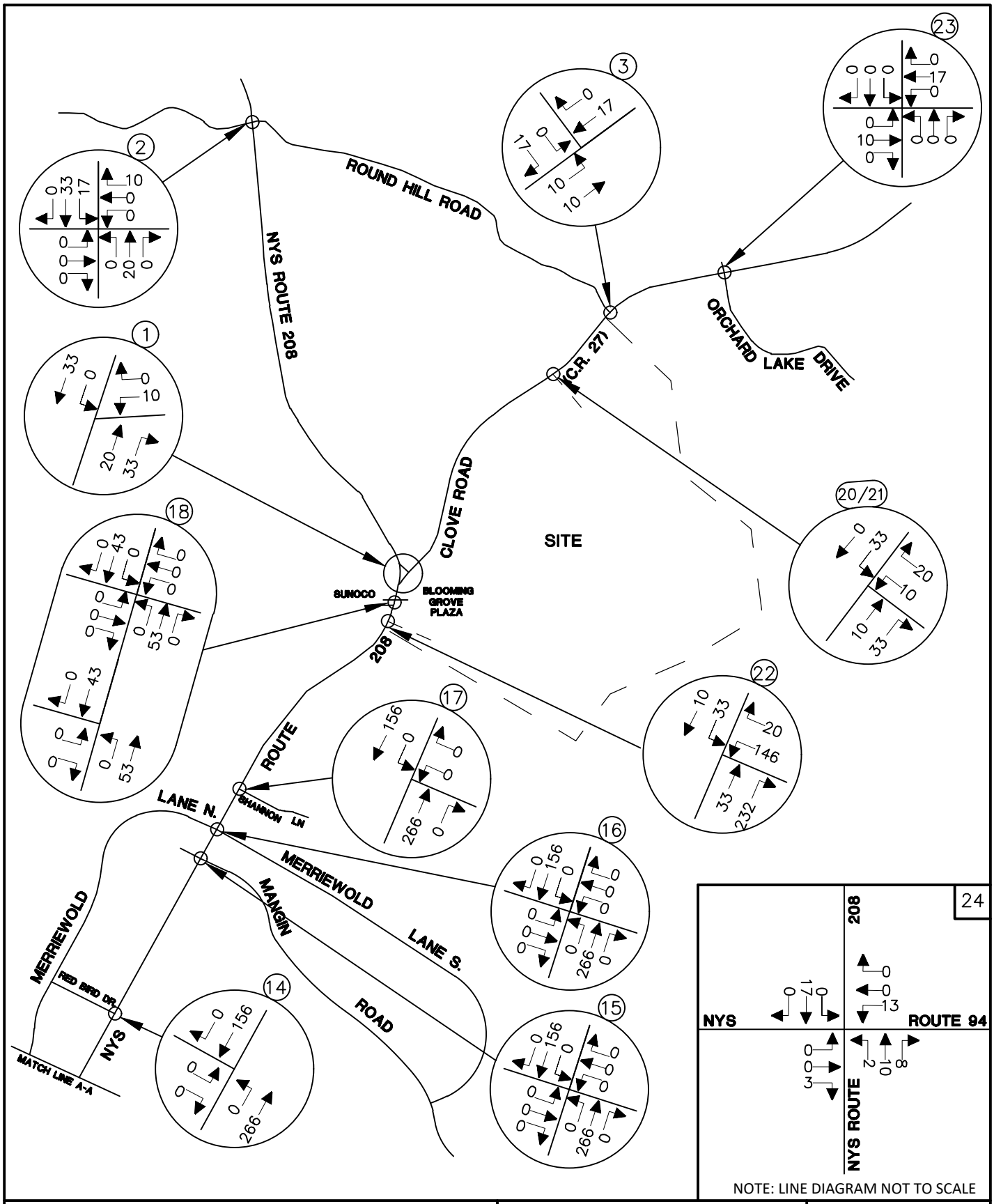

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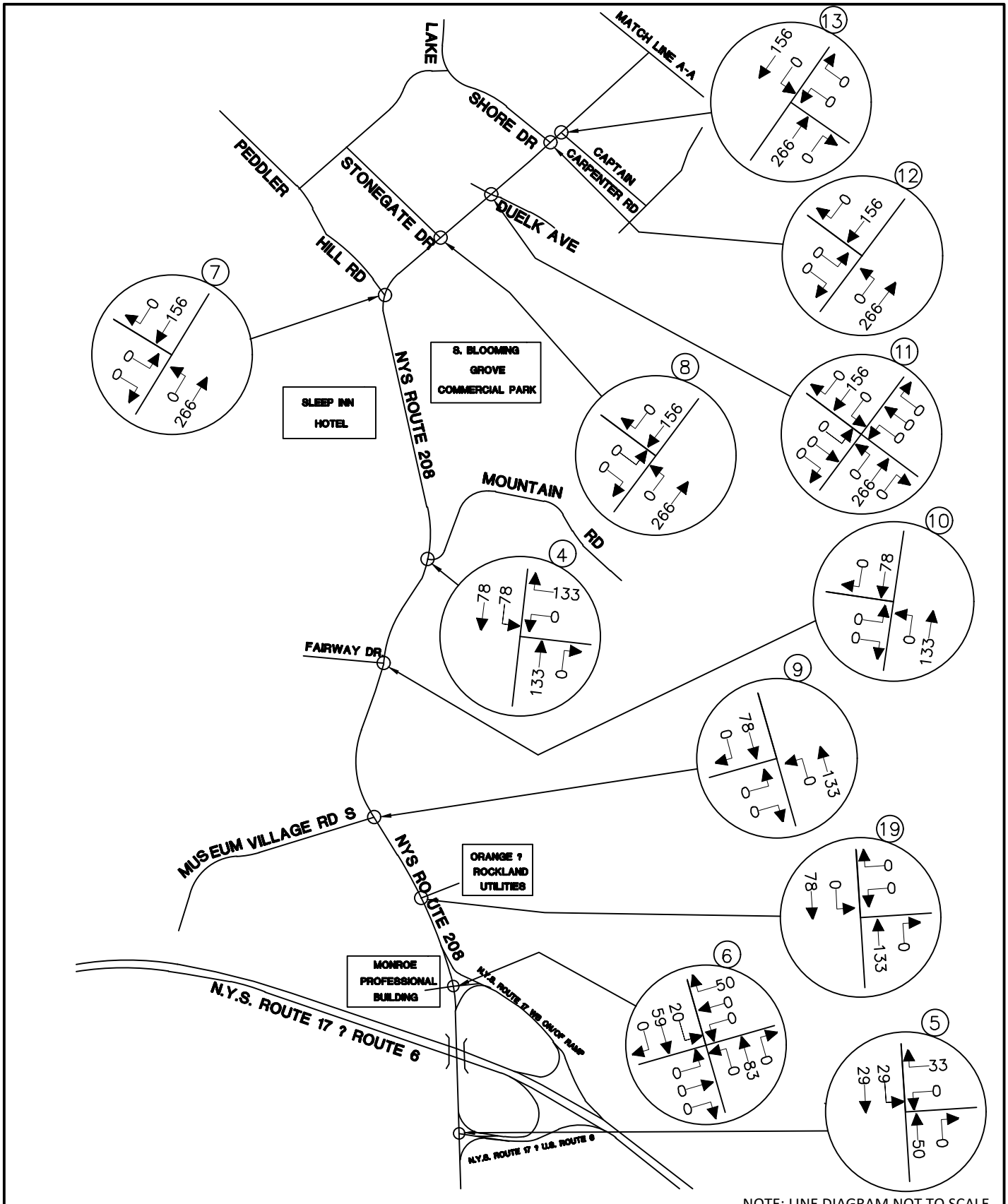
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
26–S	



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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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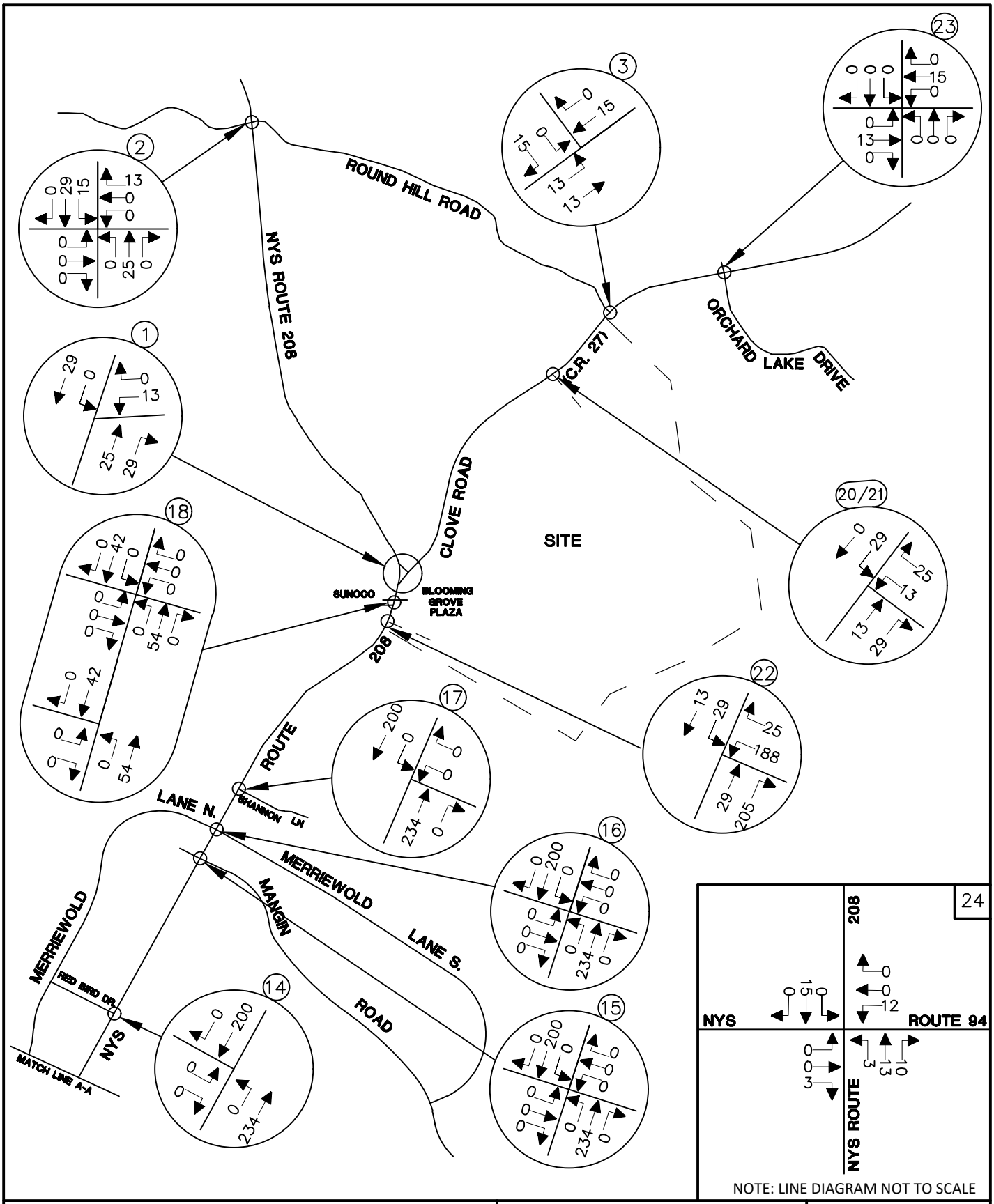
FIGURE NUMBER:	
26A–S	



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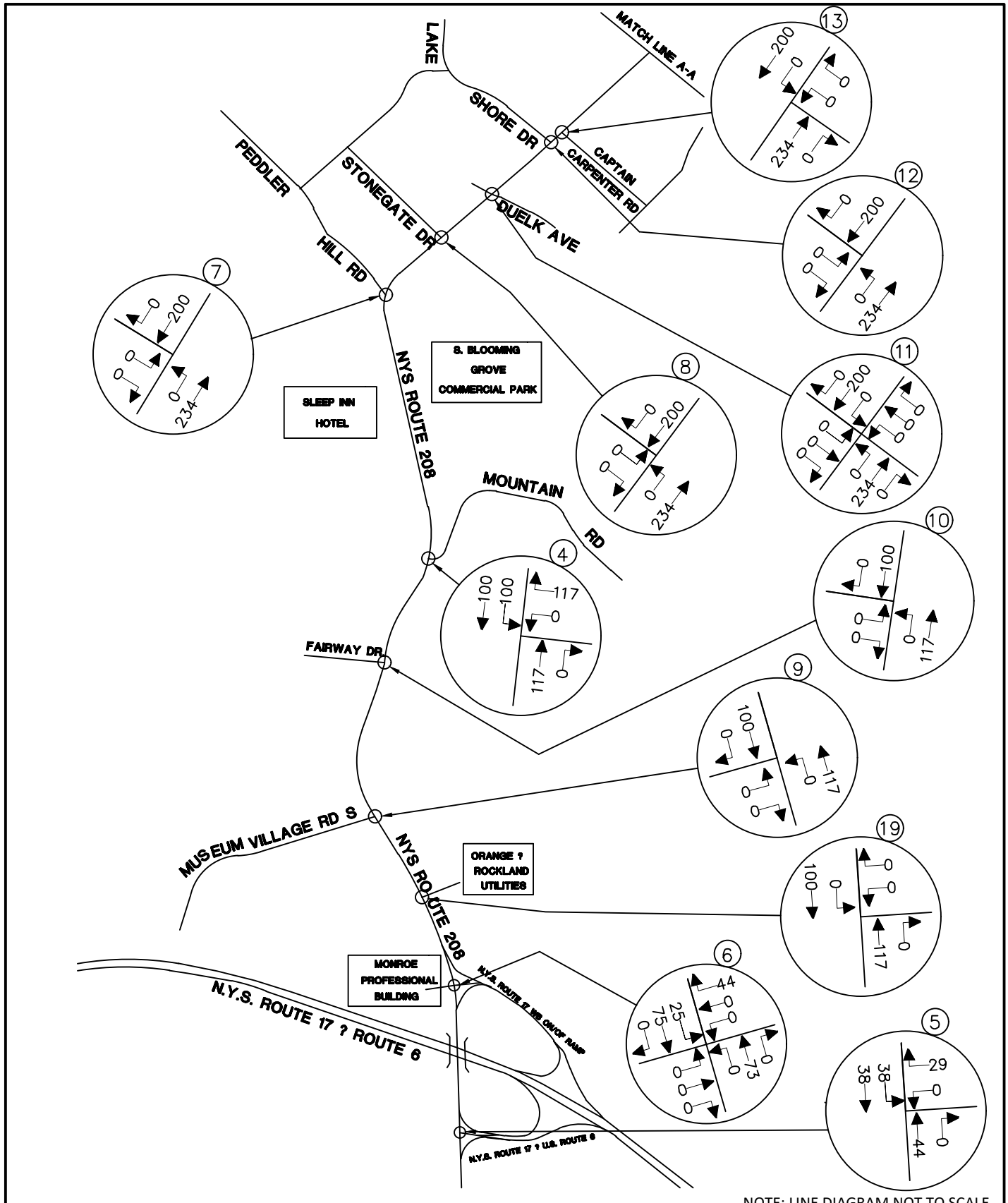
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
27–S	



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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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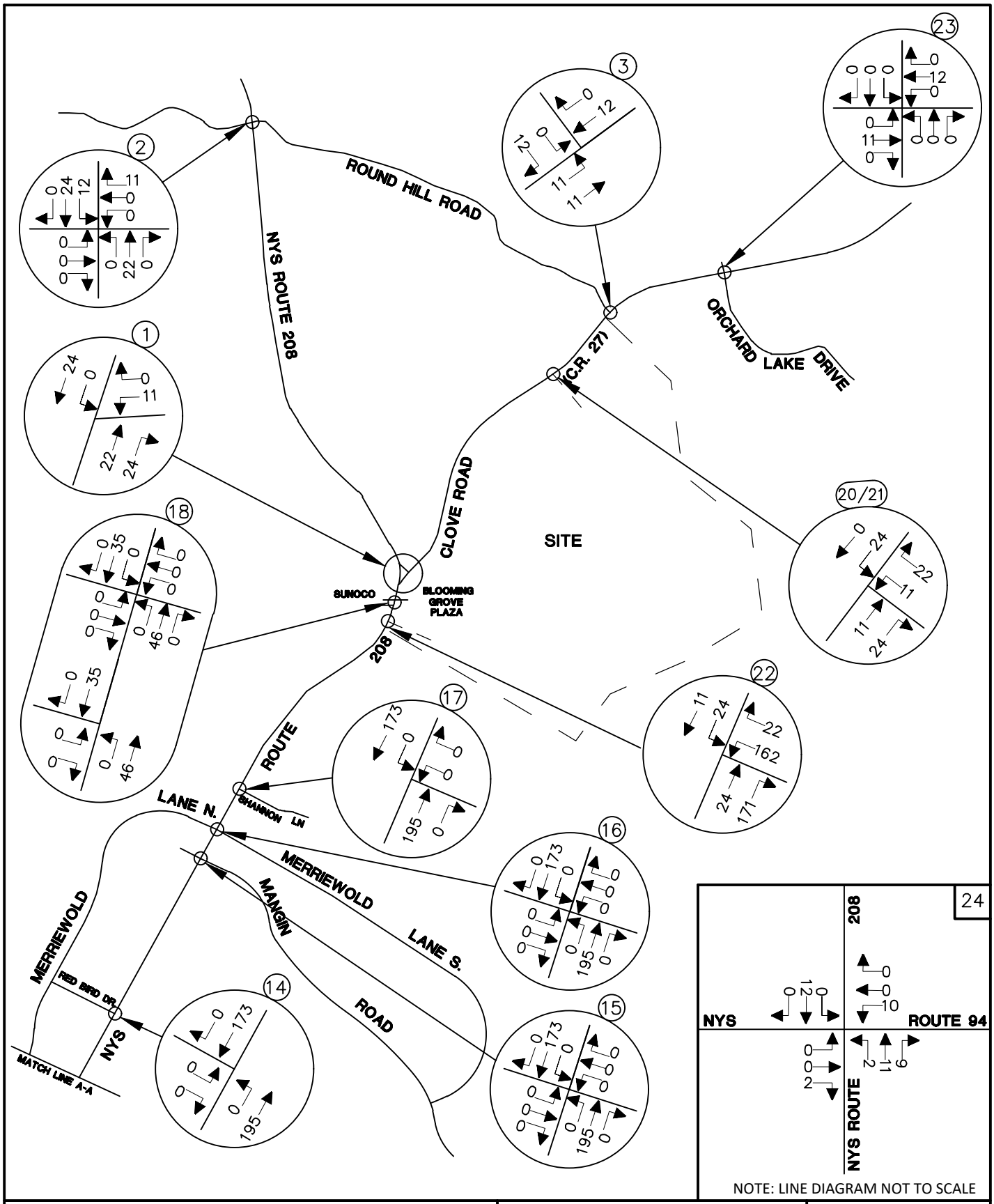
FIGURE NUMBER:
27A–S



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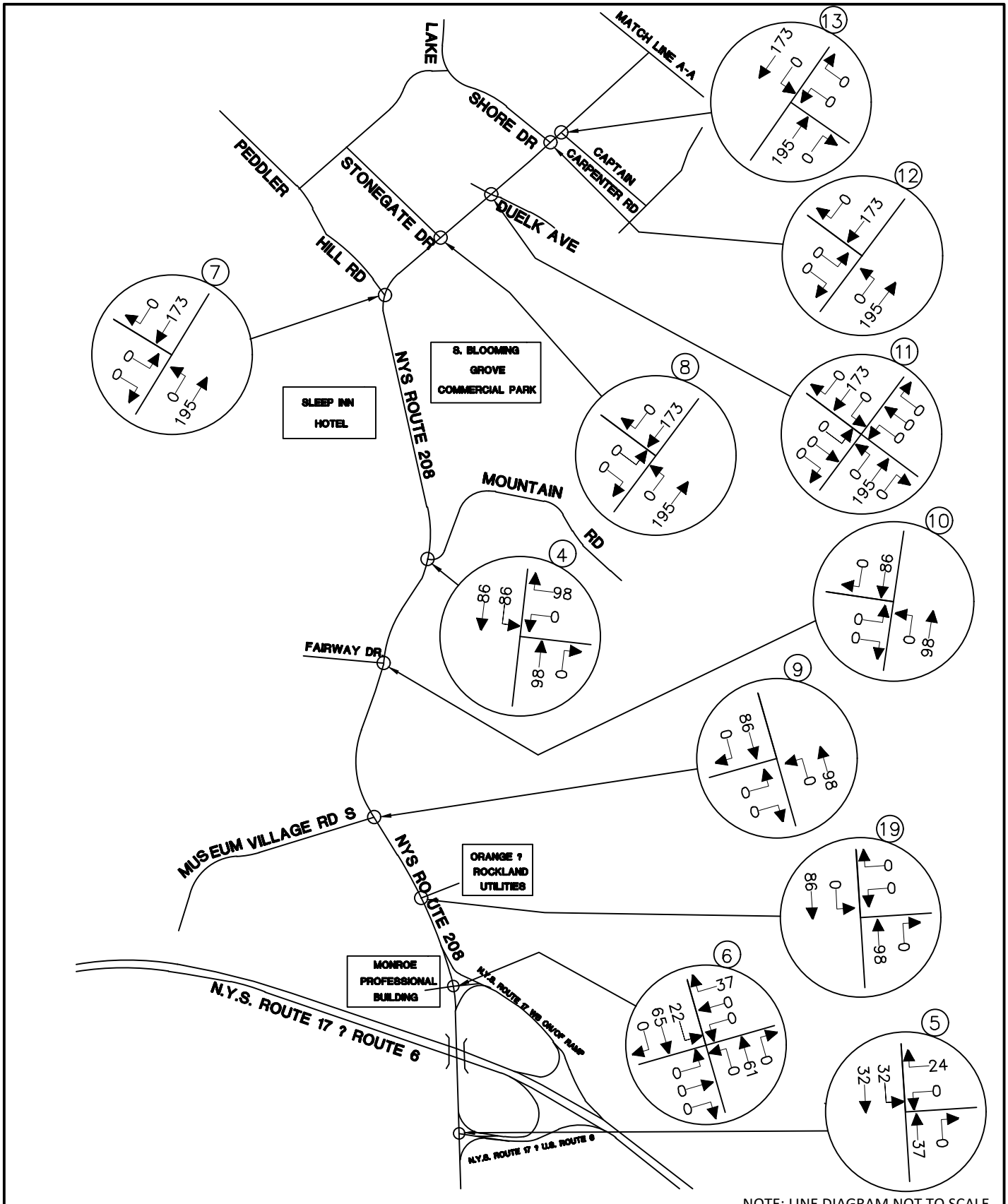
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
28–S	



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SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

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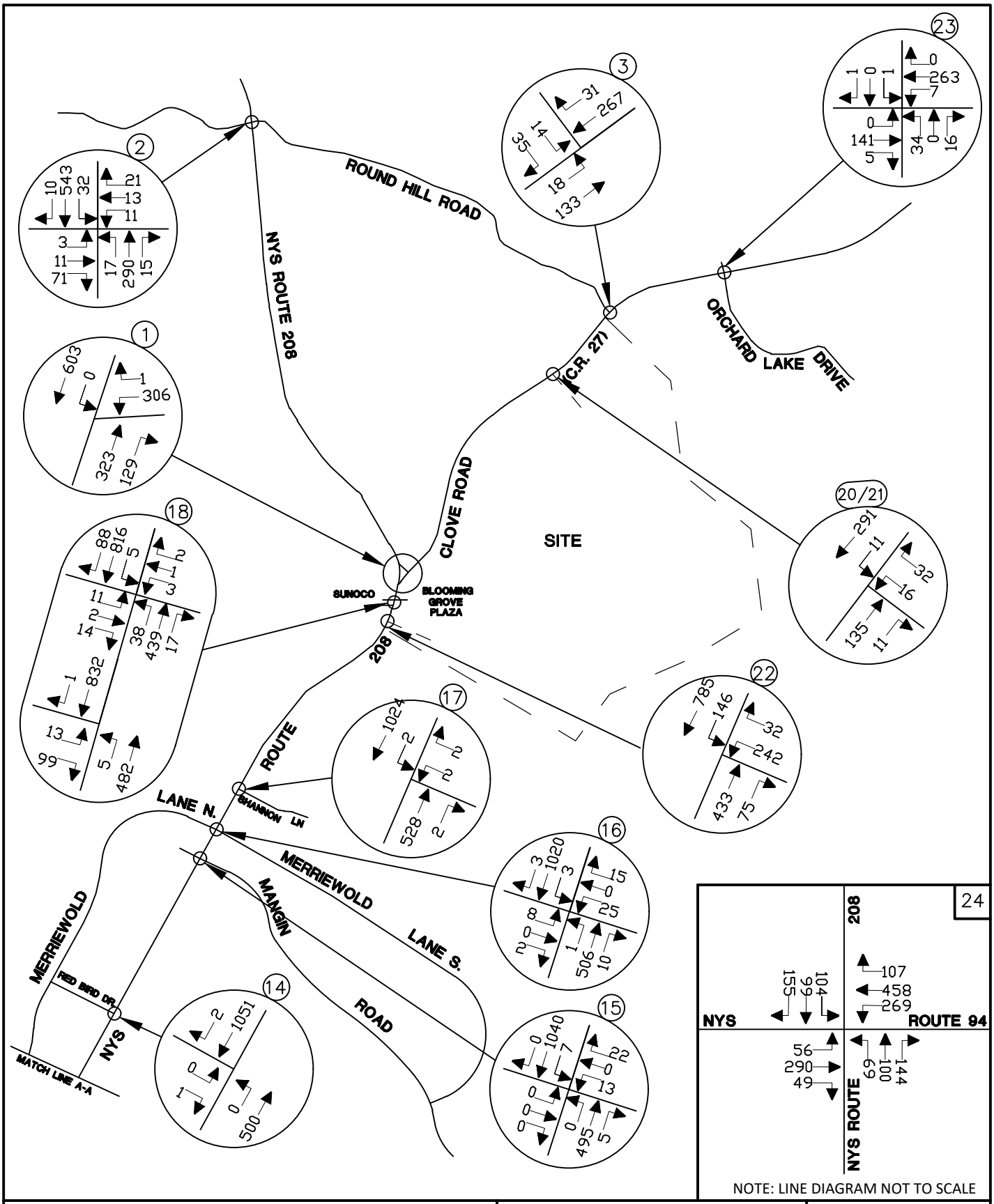
28A–S	



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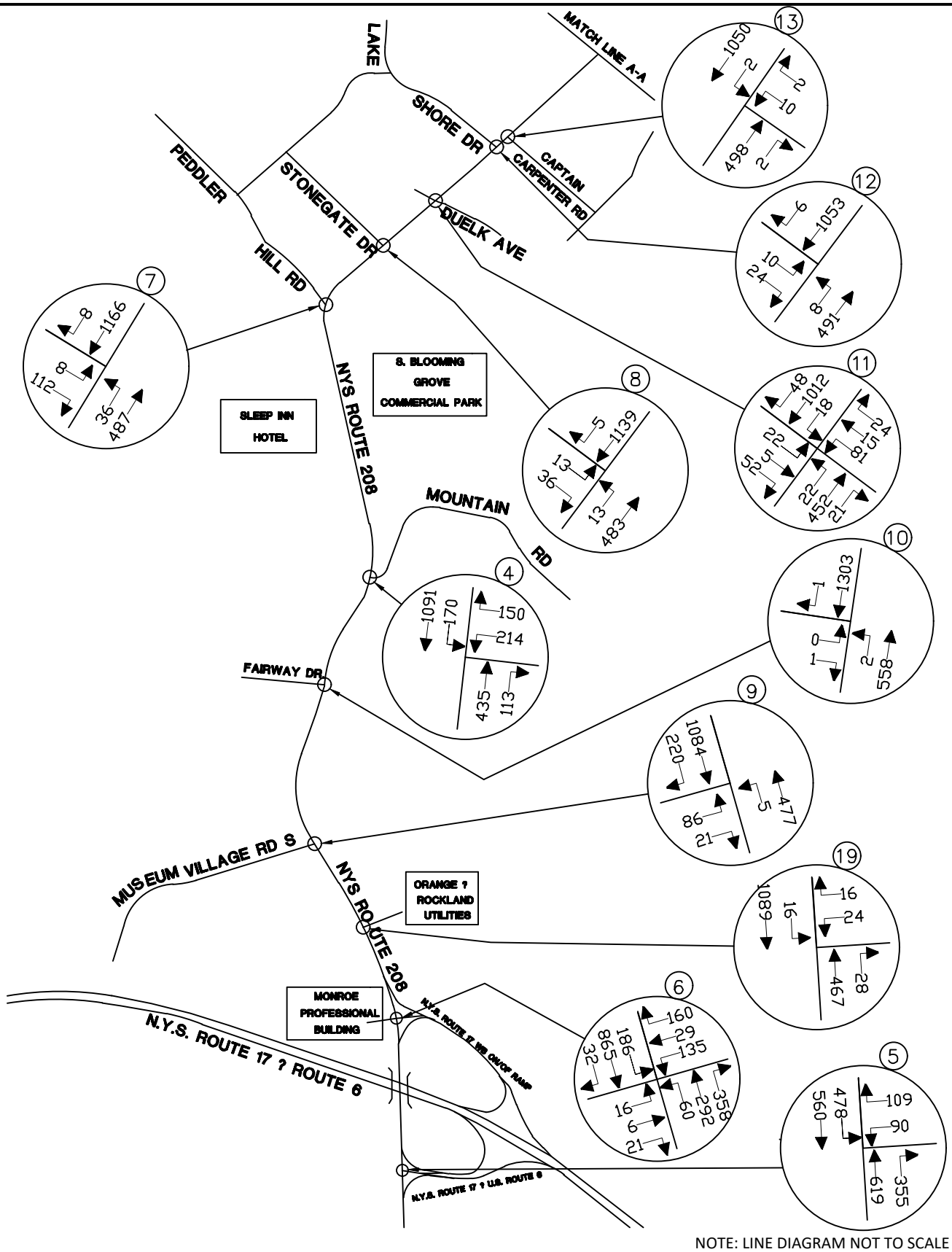
2030 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
29–S	



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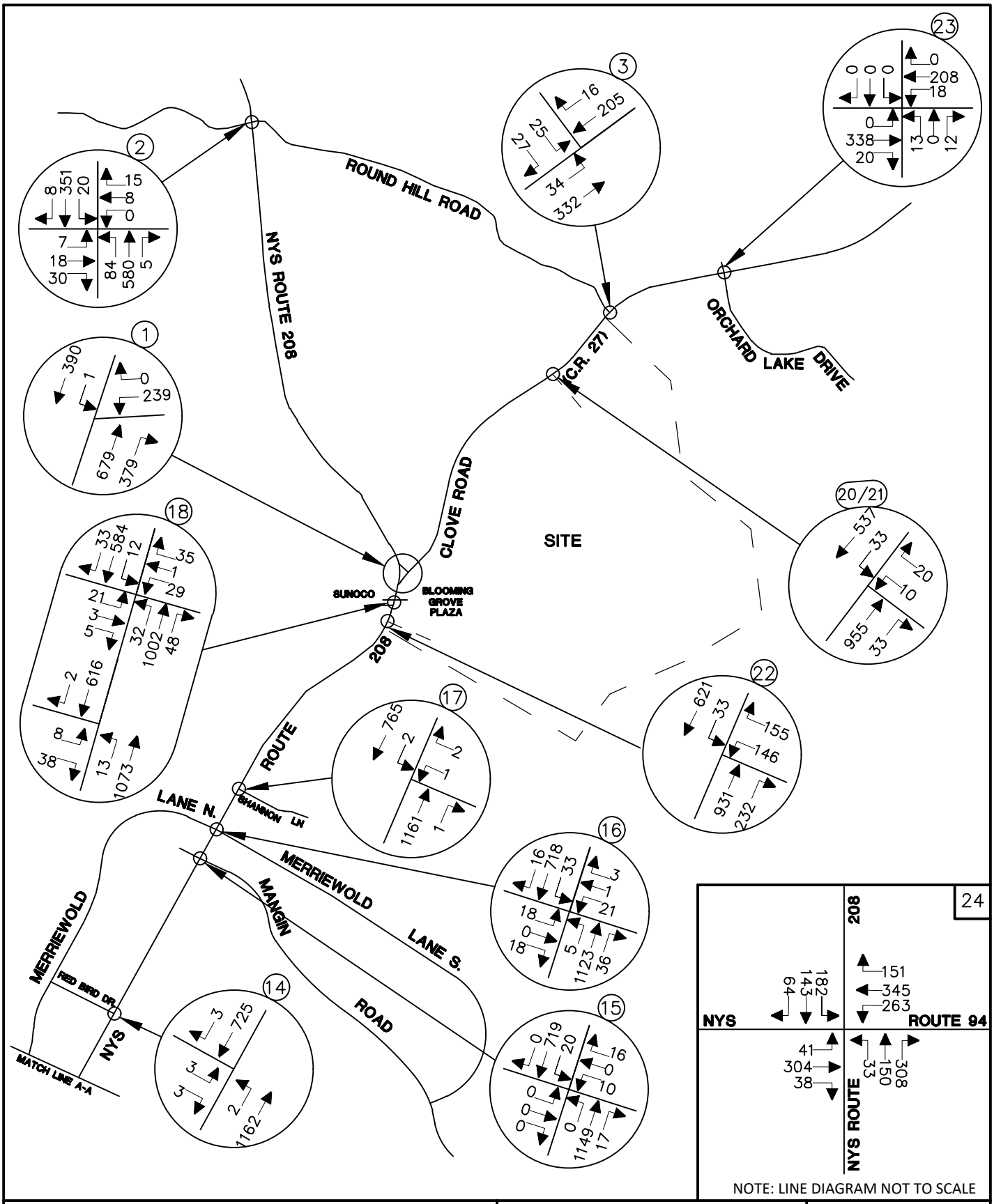

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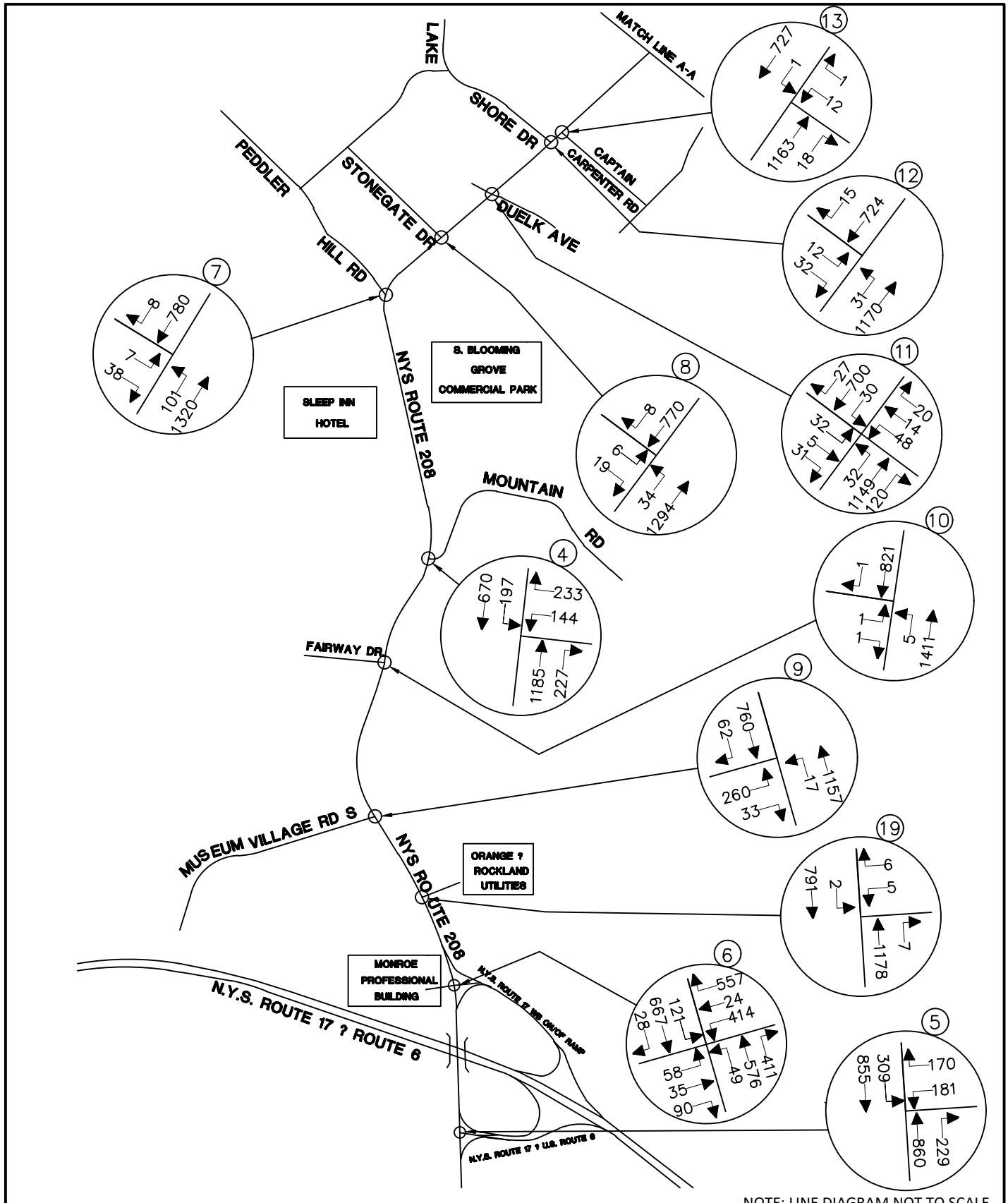

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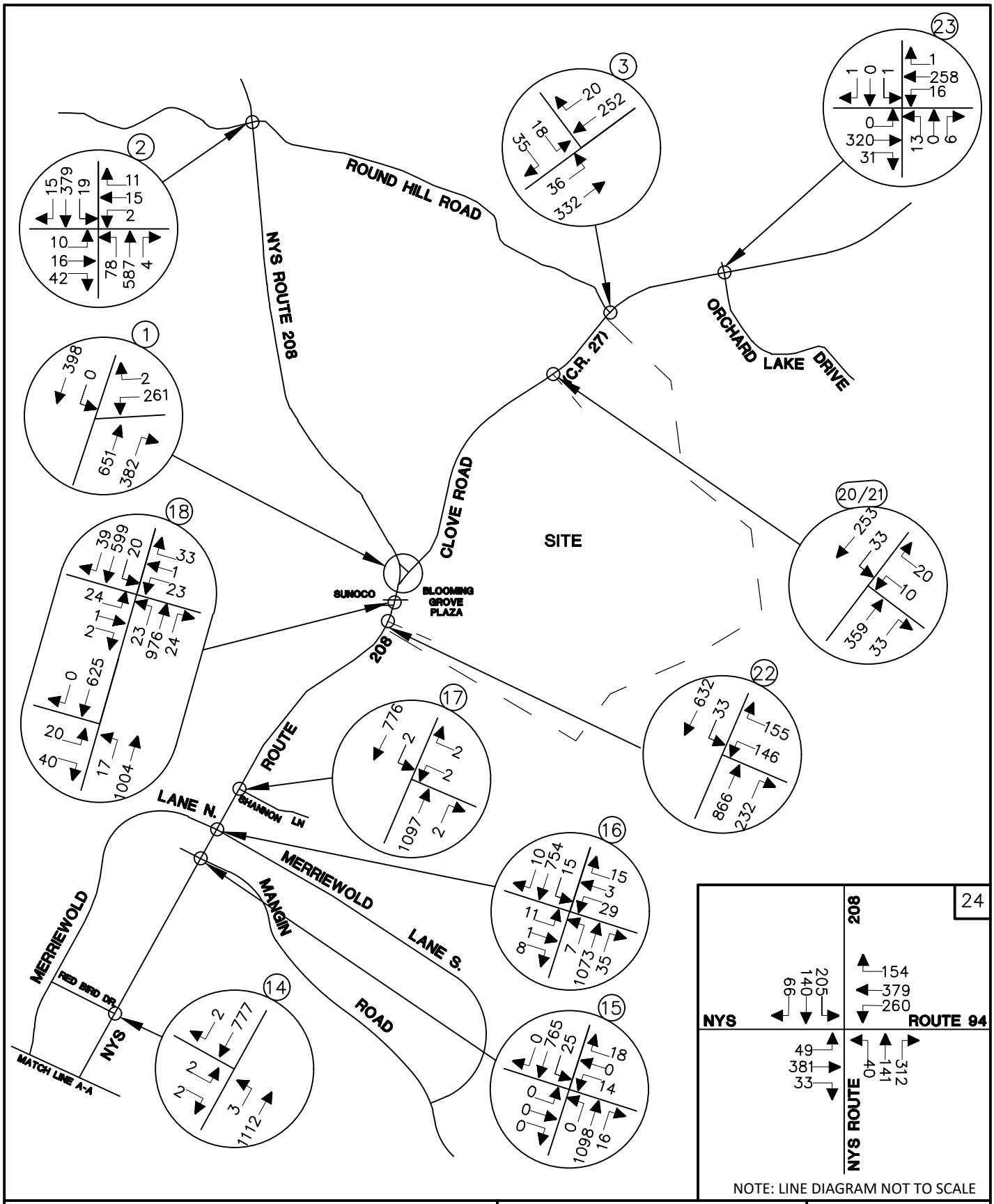

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2030 BUILD TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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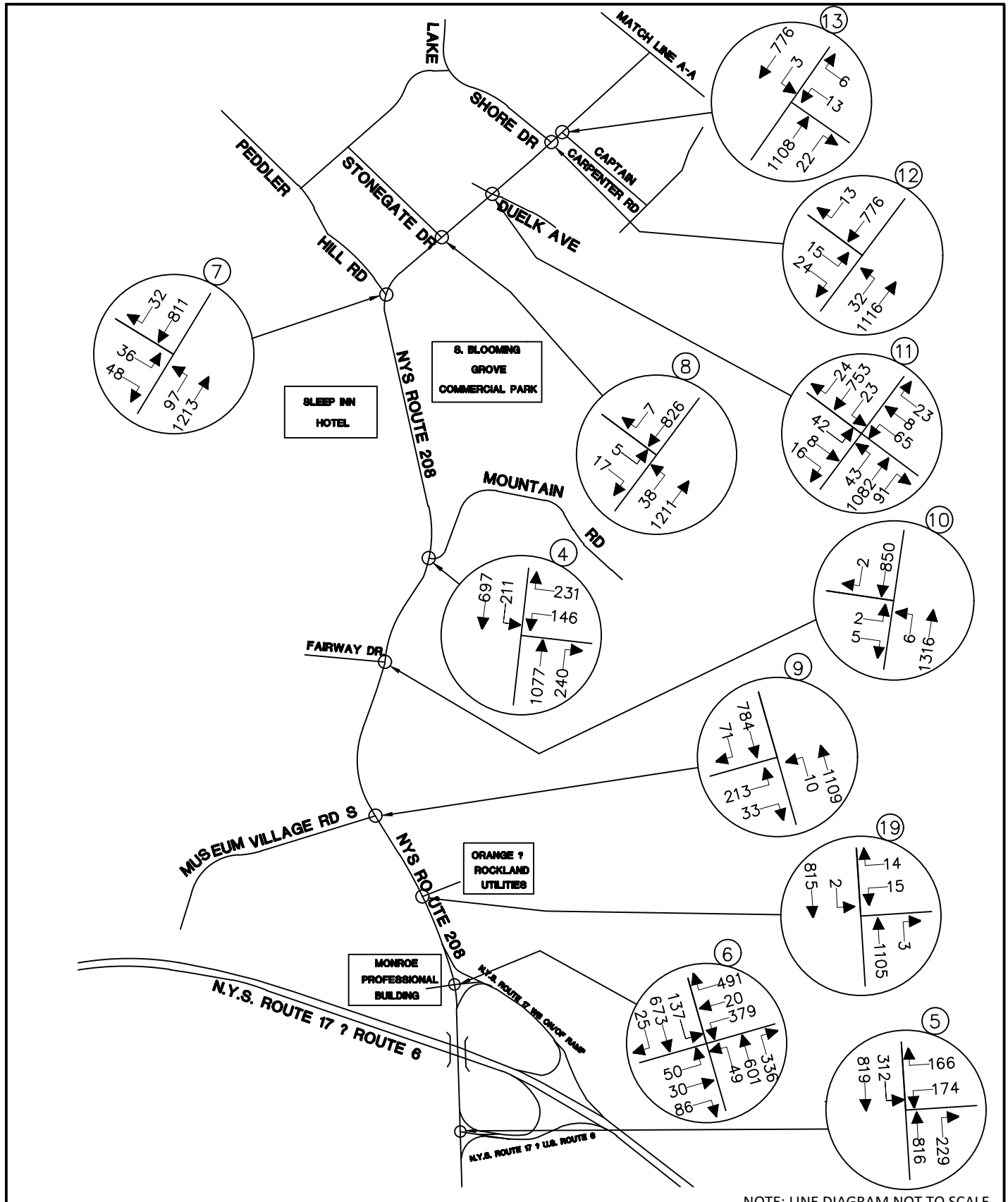
FIGURE NUMBER:	
31–S	



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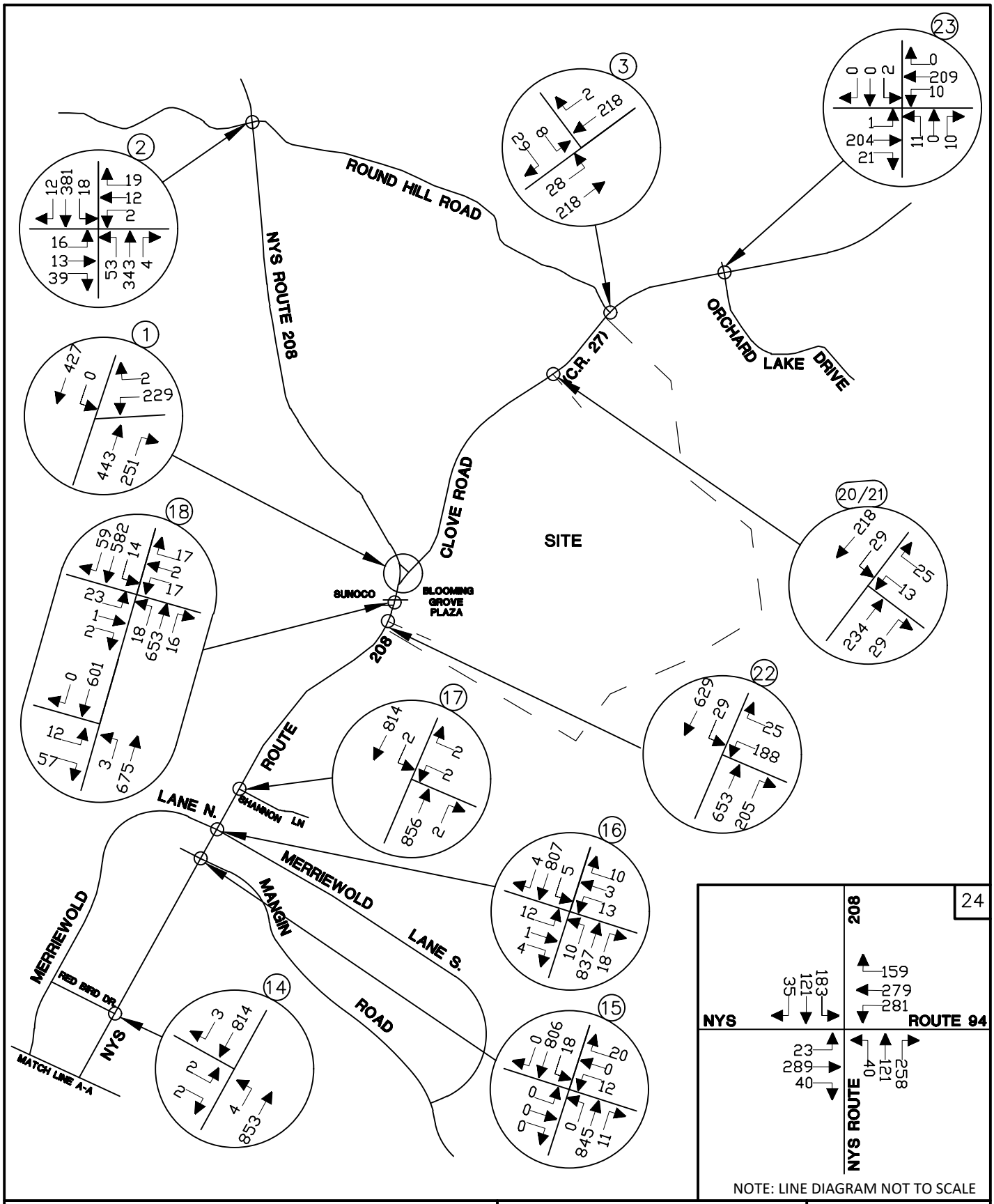

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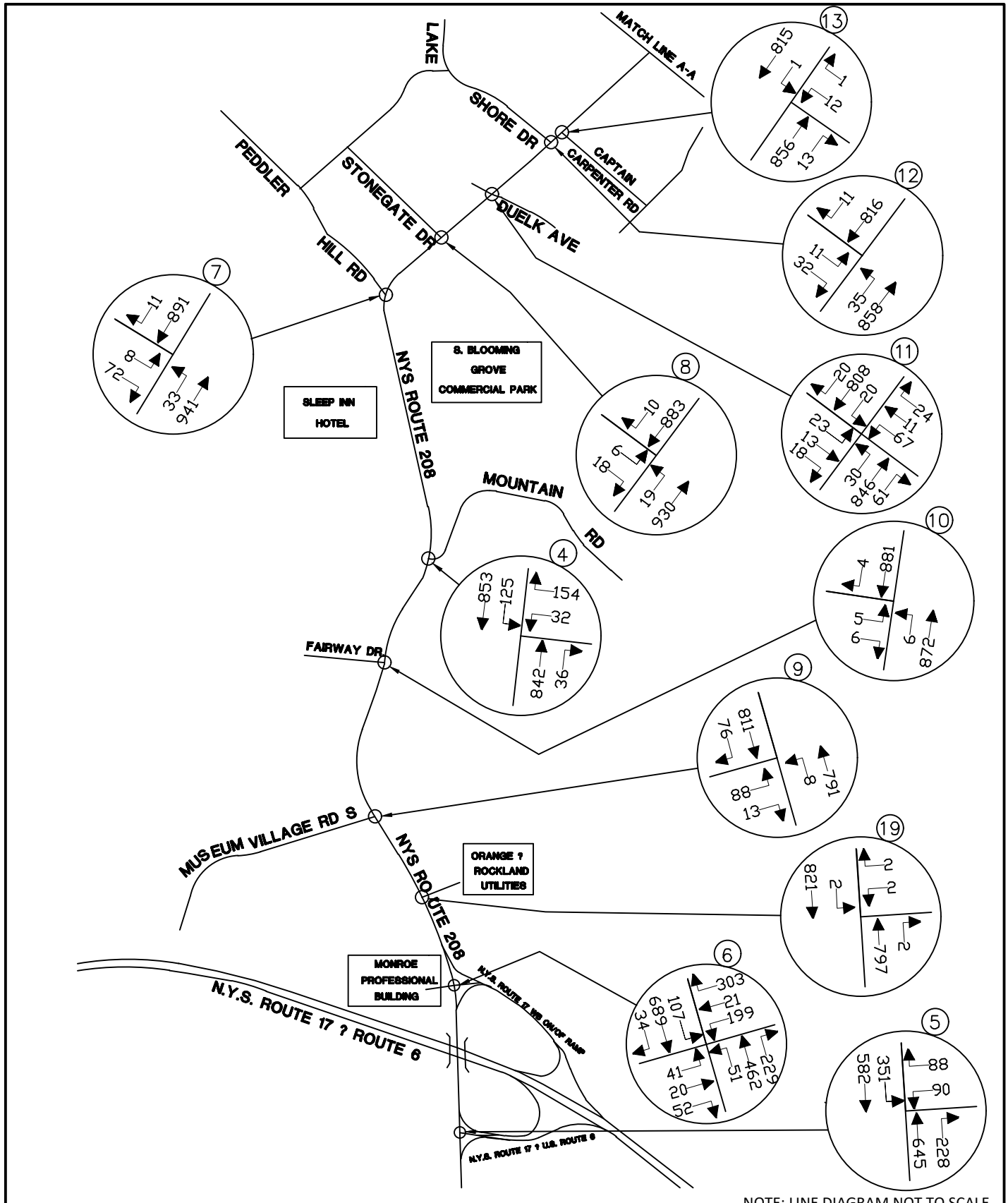
FIGURE NUMBER:	
32–S	



NOTE: LINE DIAGRAM NOT TO SCALE

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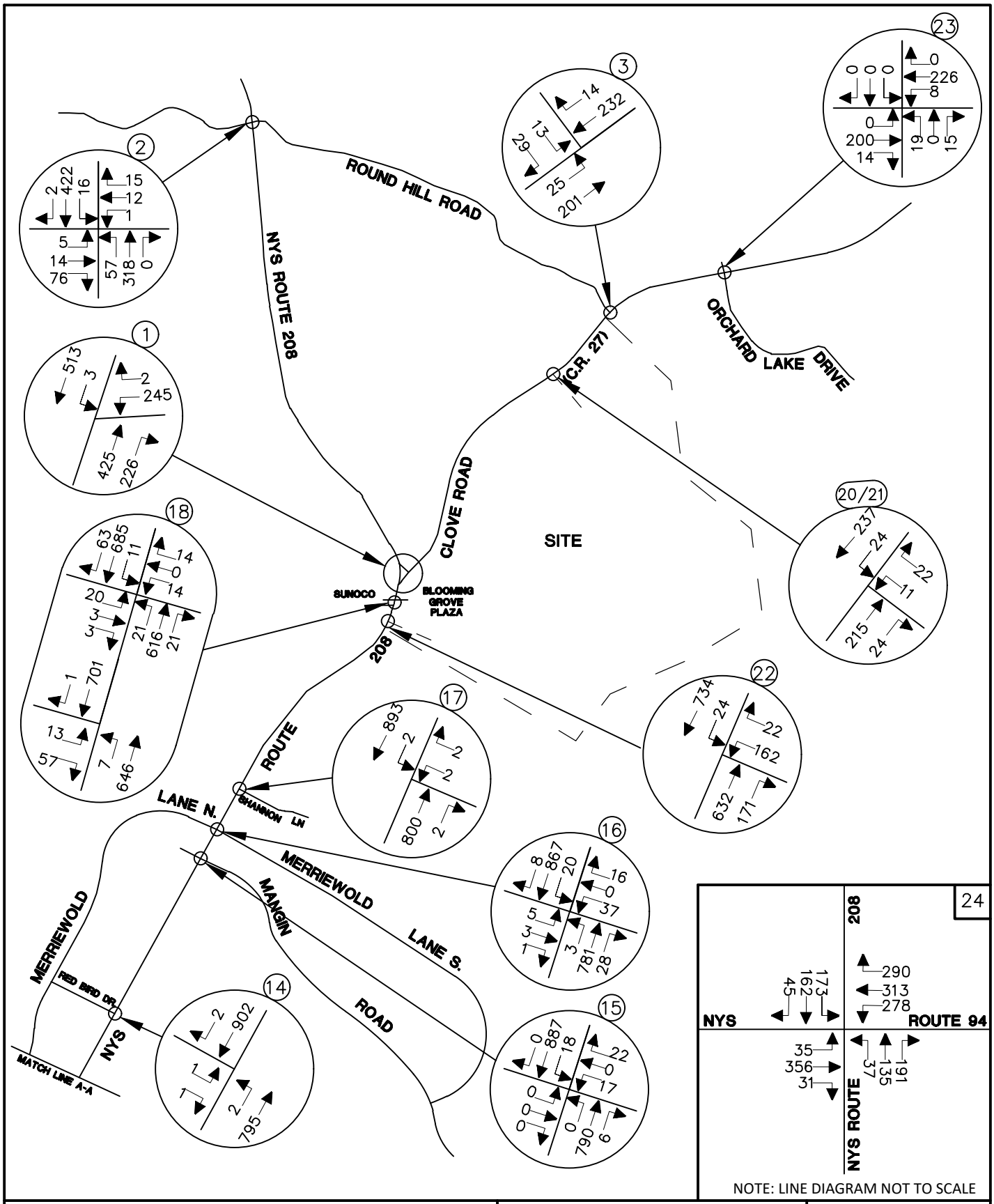
CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

2030 BUILD TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
32A–S	



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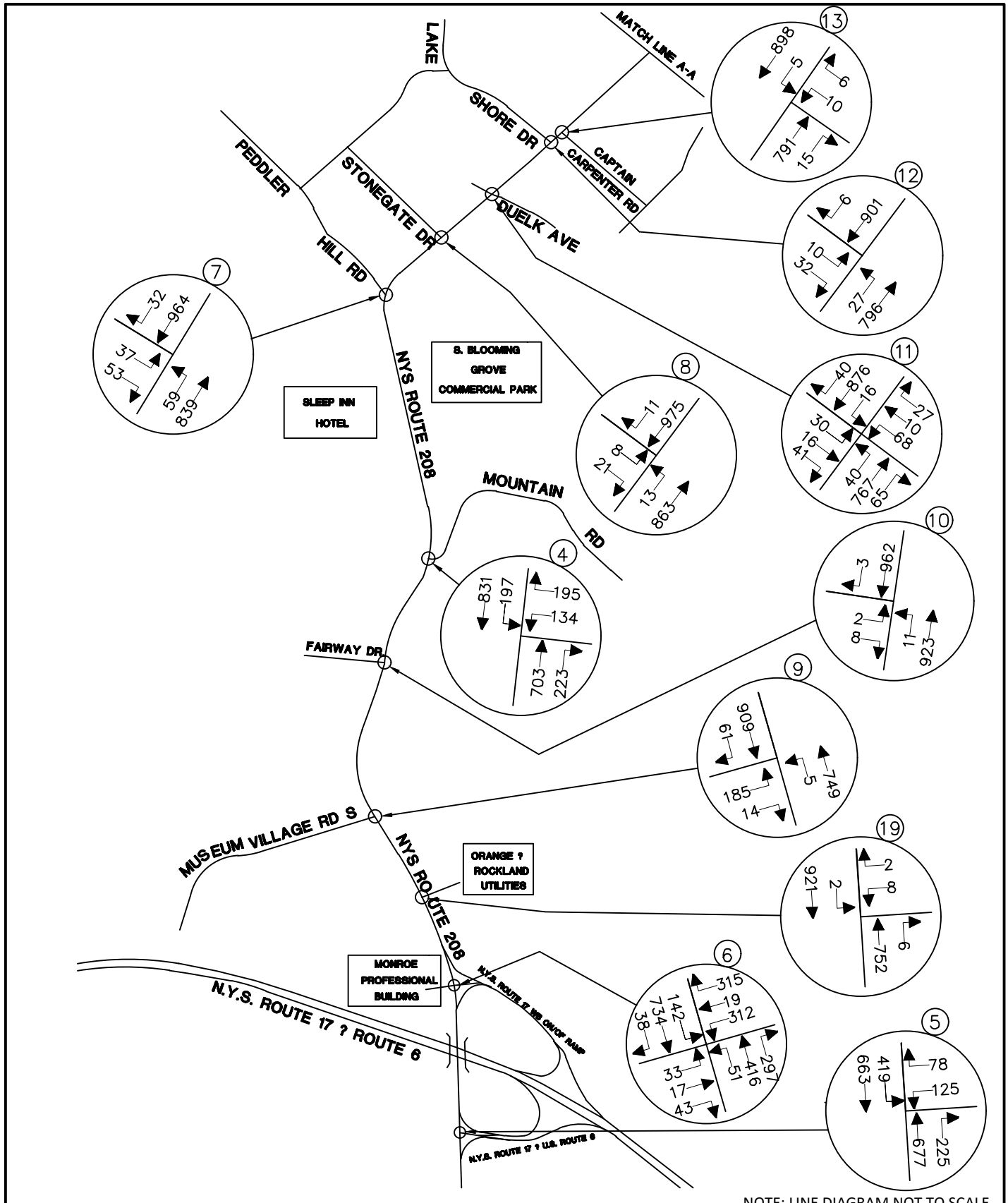
2030 BUILD TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
33–S	



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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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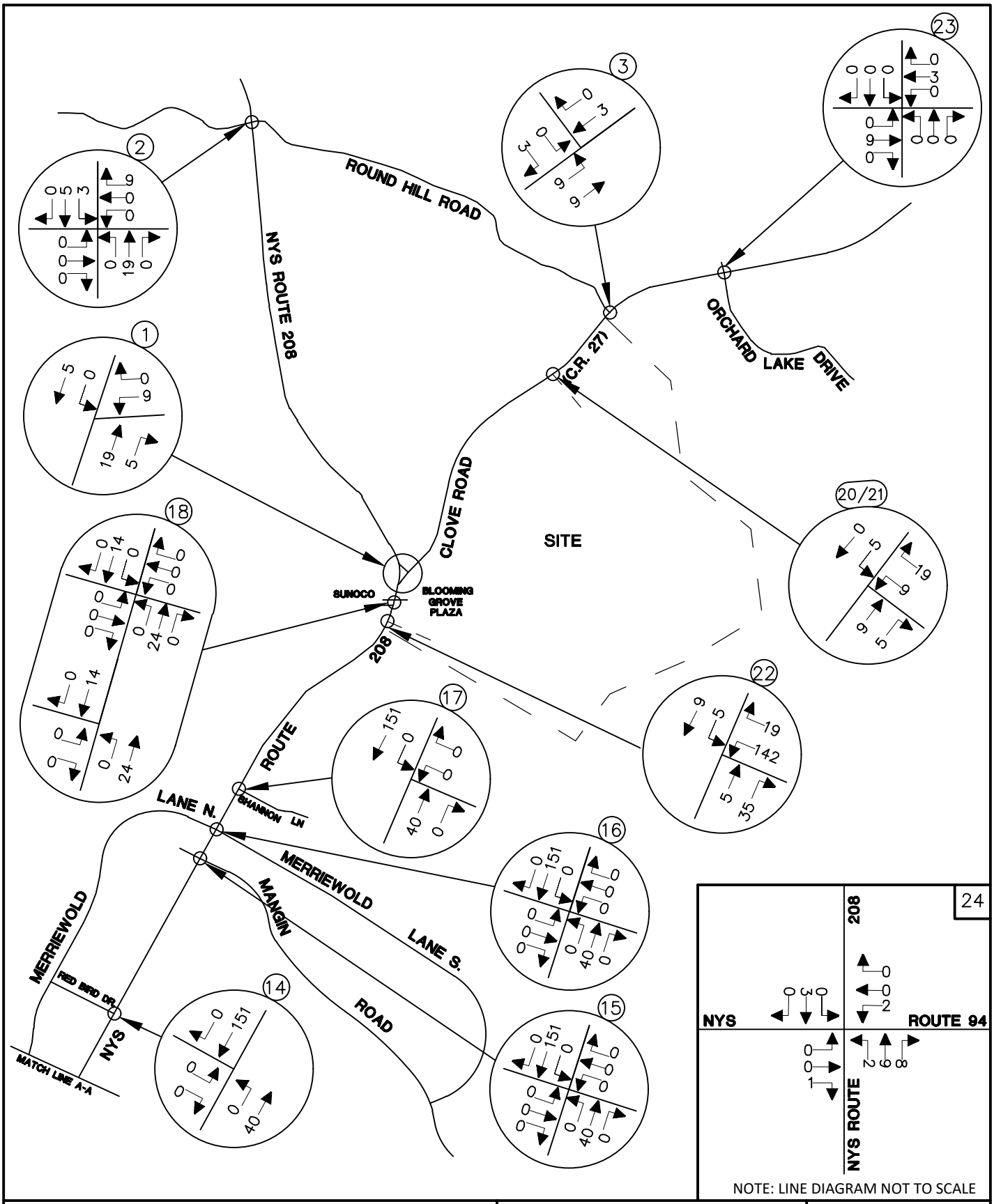
FIGURE NUMBER:	
33A–S	



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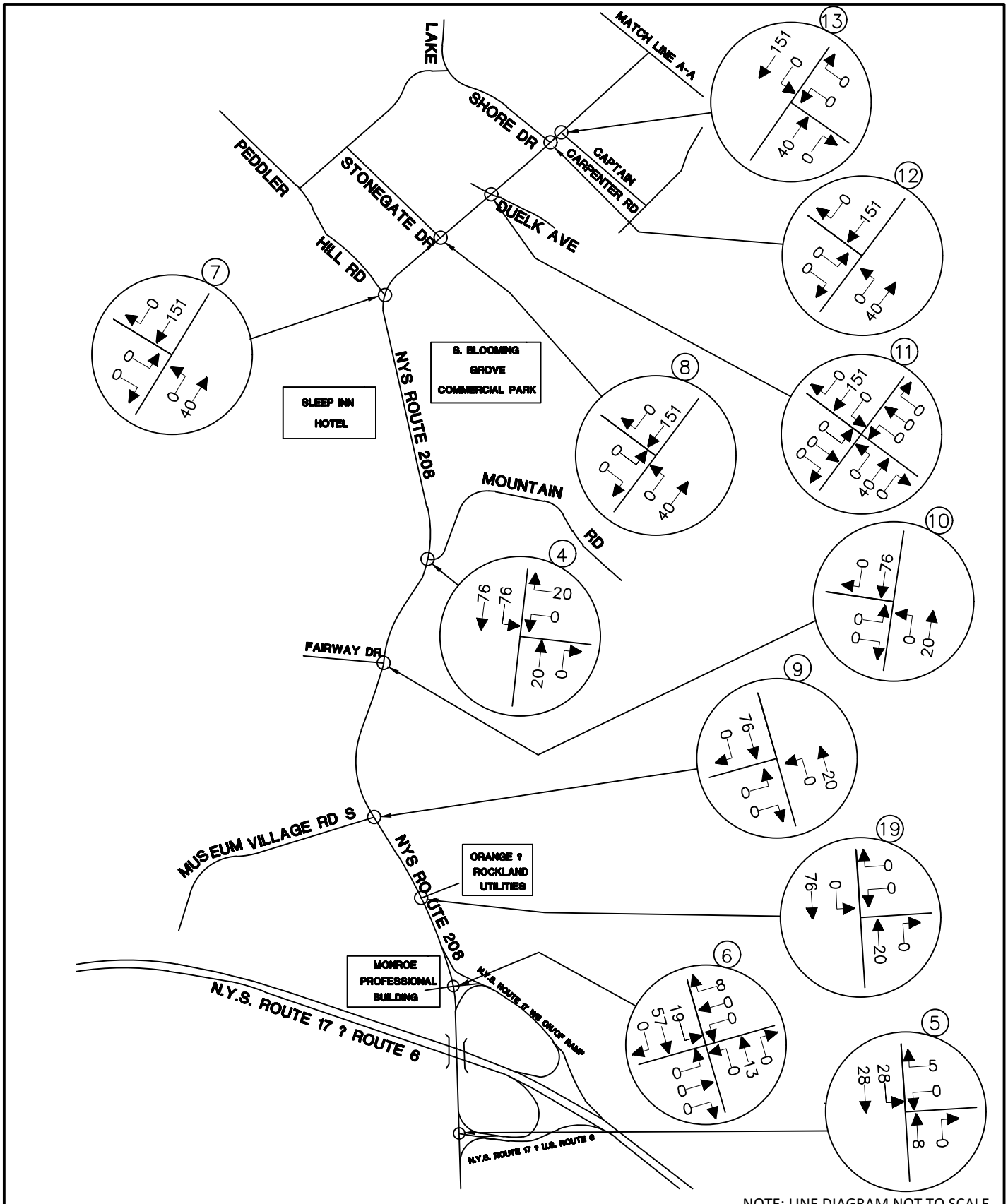
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
34–S	



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ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
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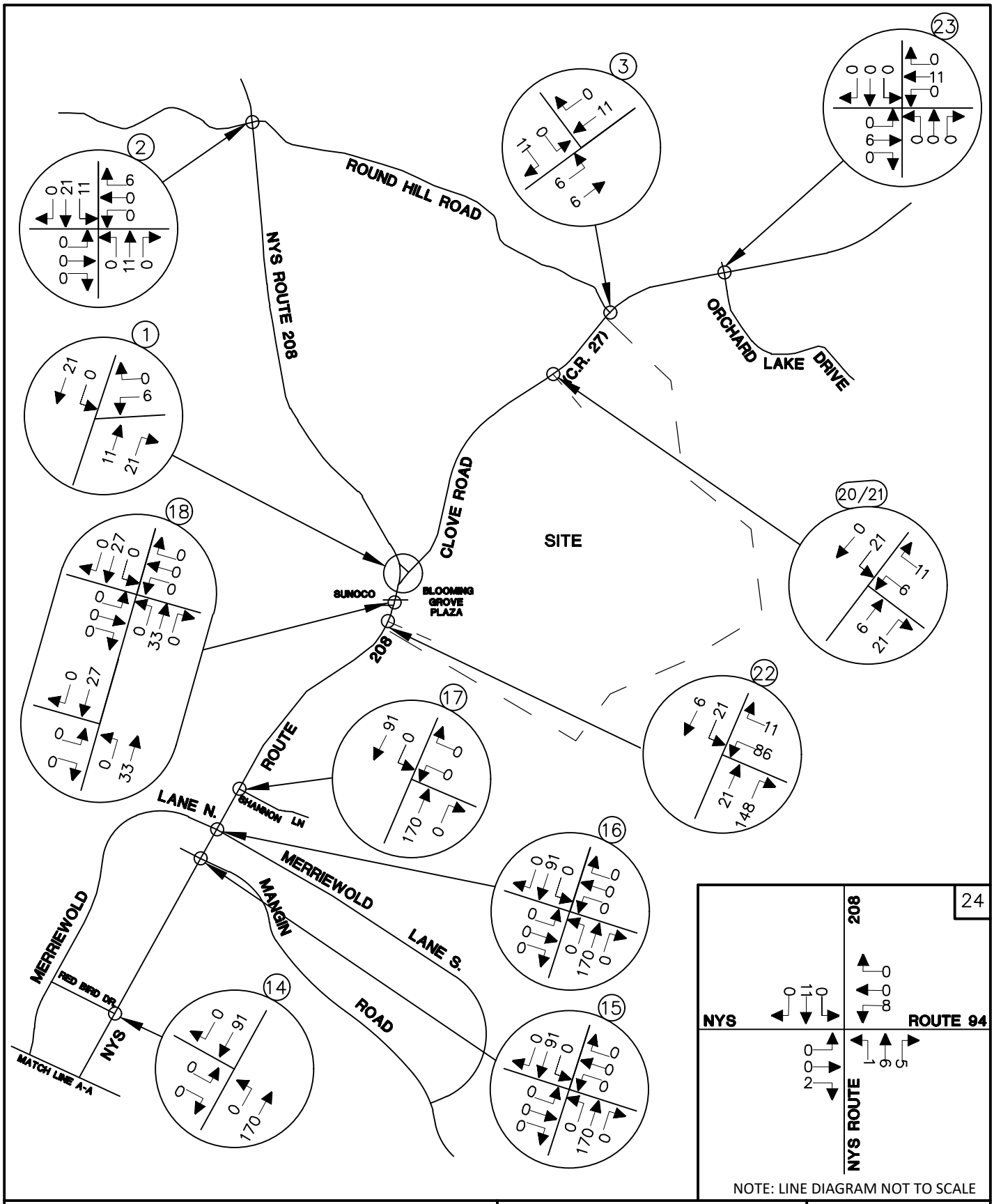
FIGURE NUMBER:	
34A–S	



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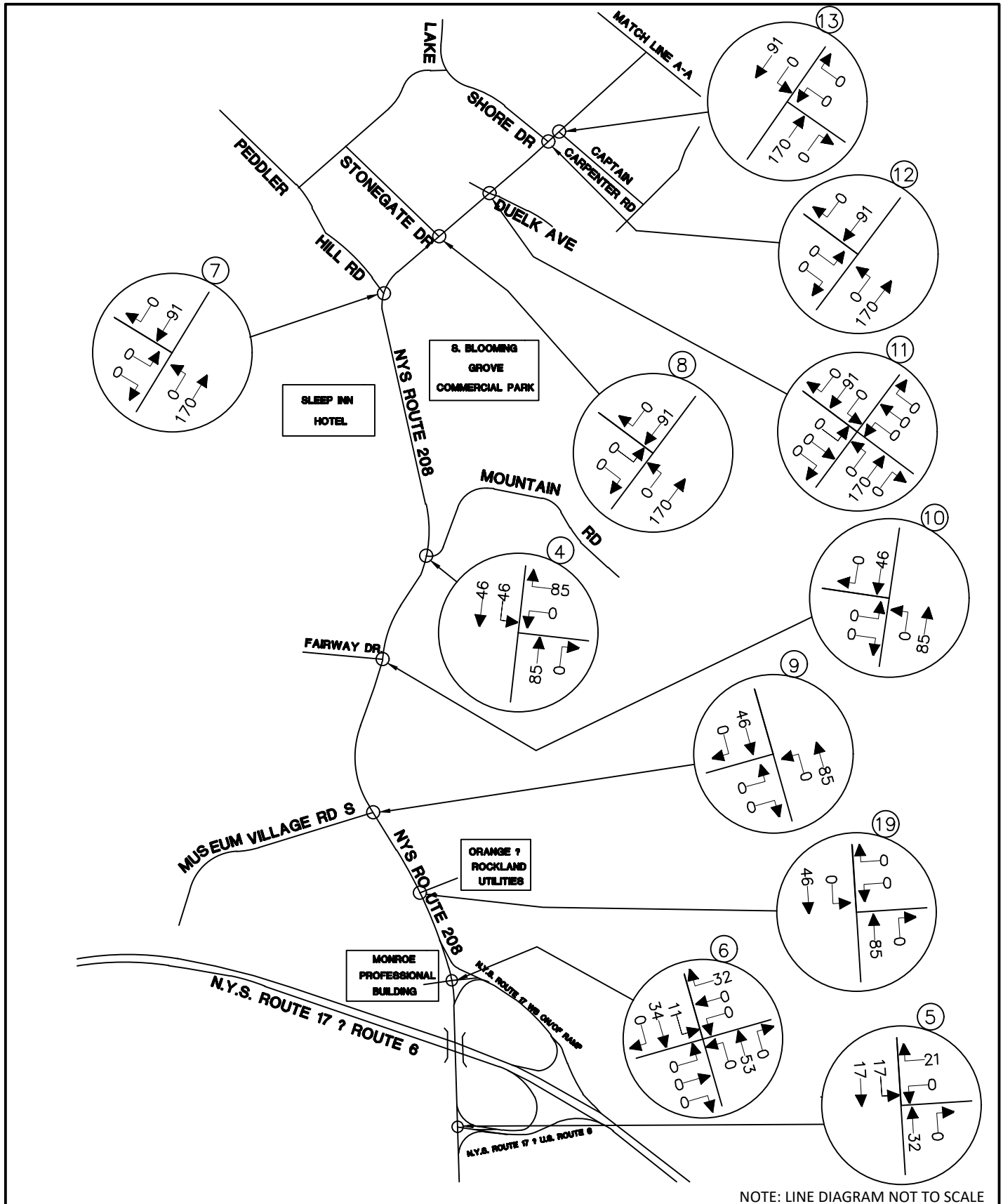
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
35–S	



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ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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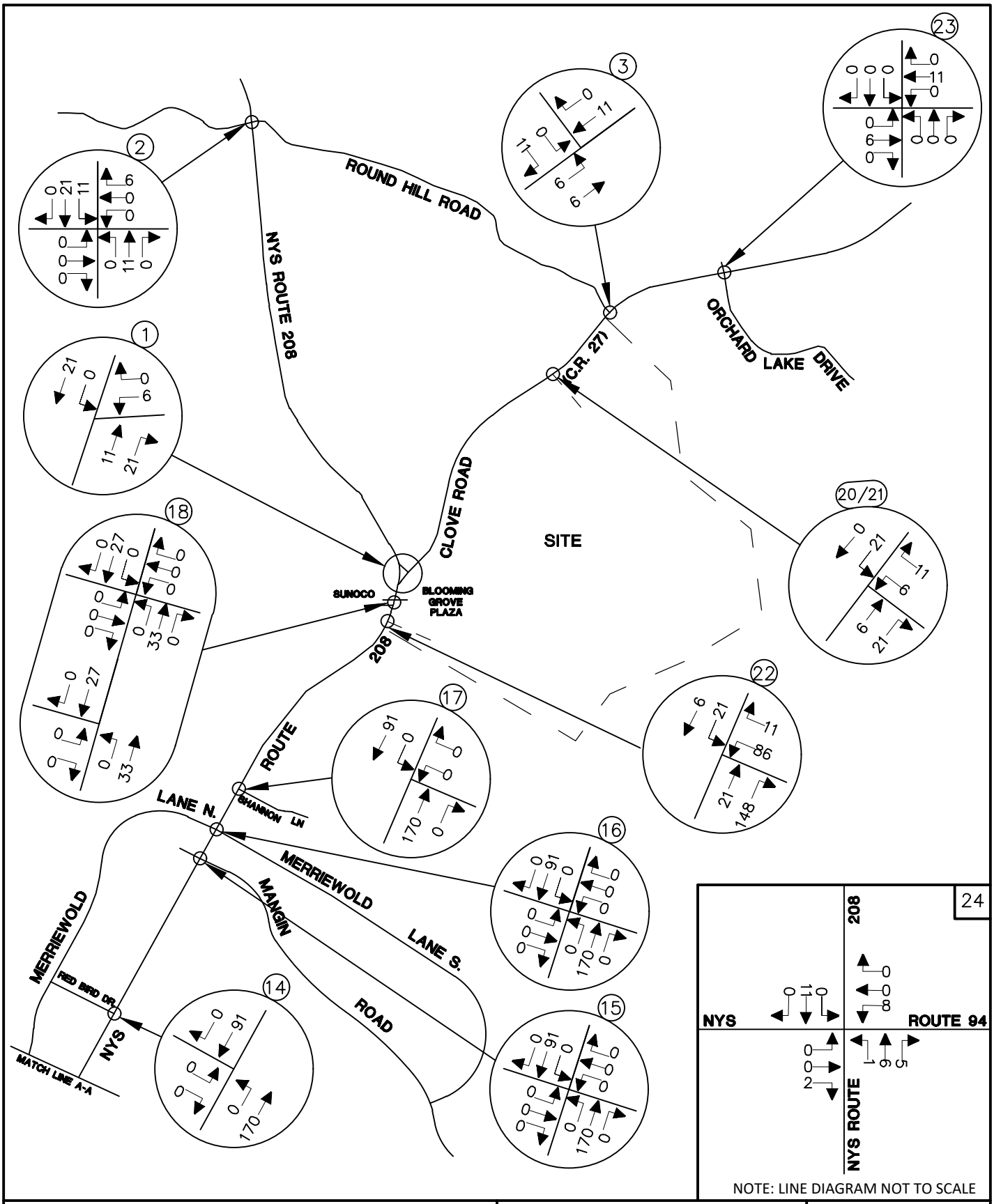
35A–S	



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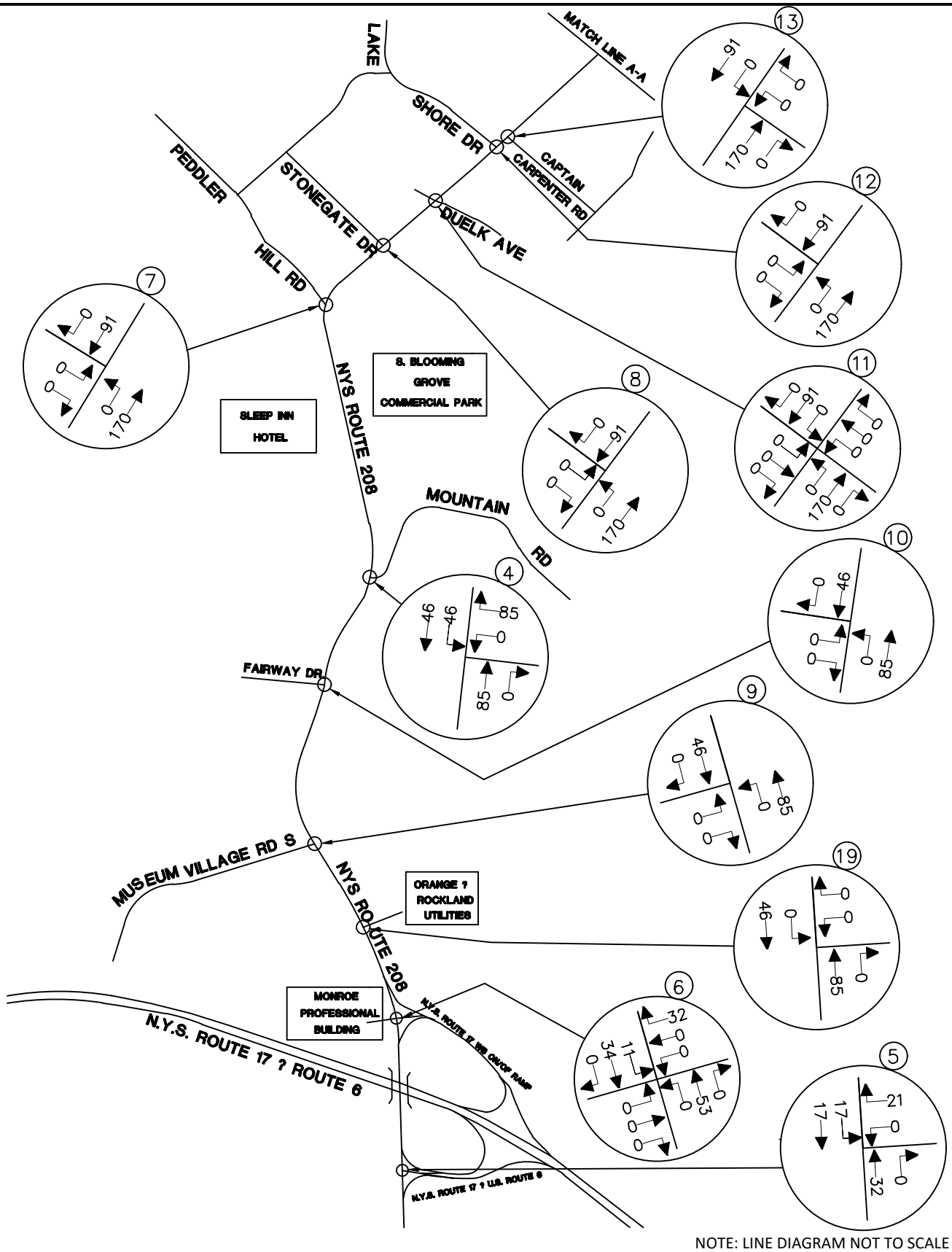
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
36–S	



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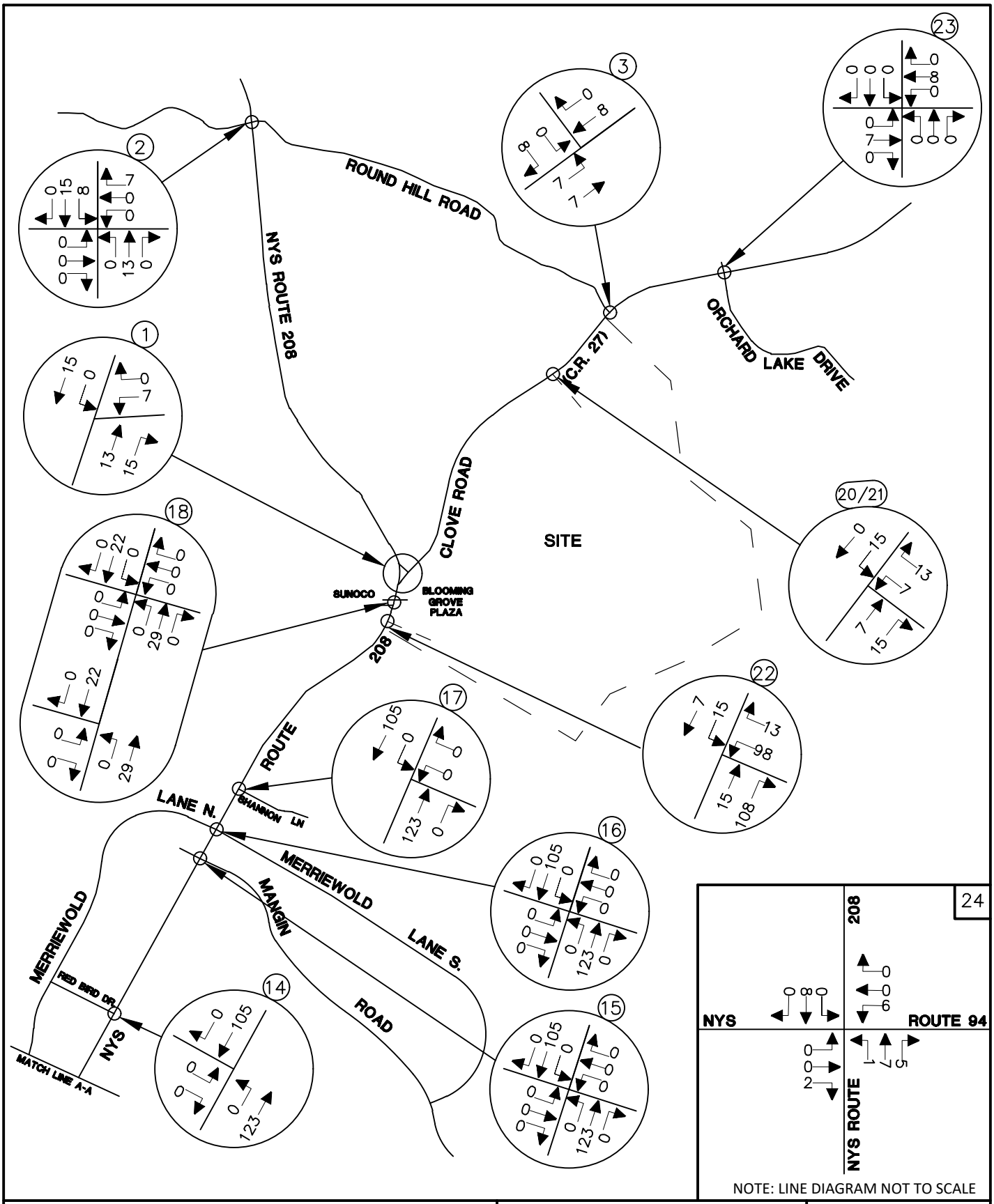
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
36A–S	



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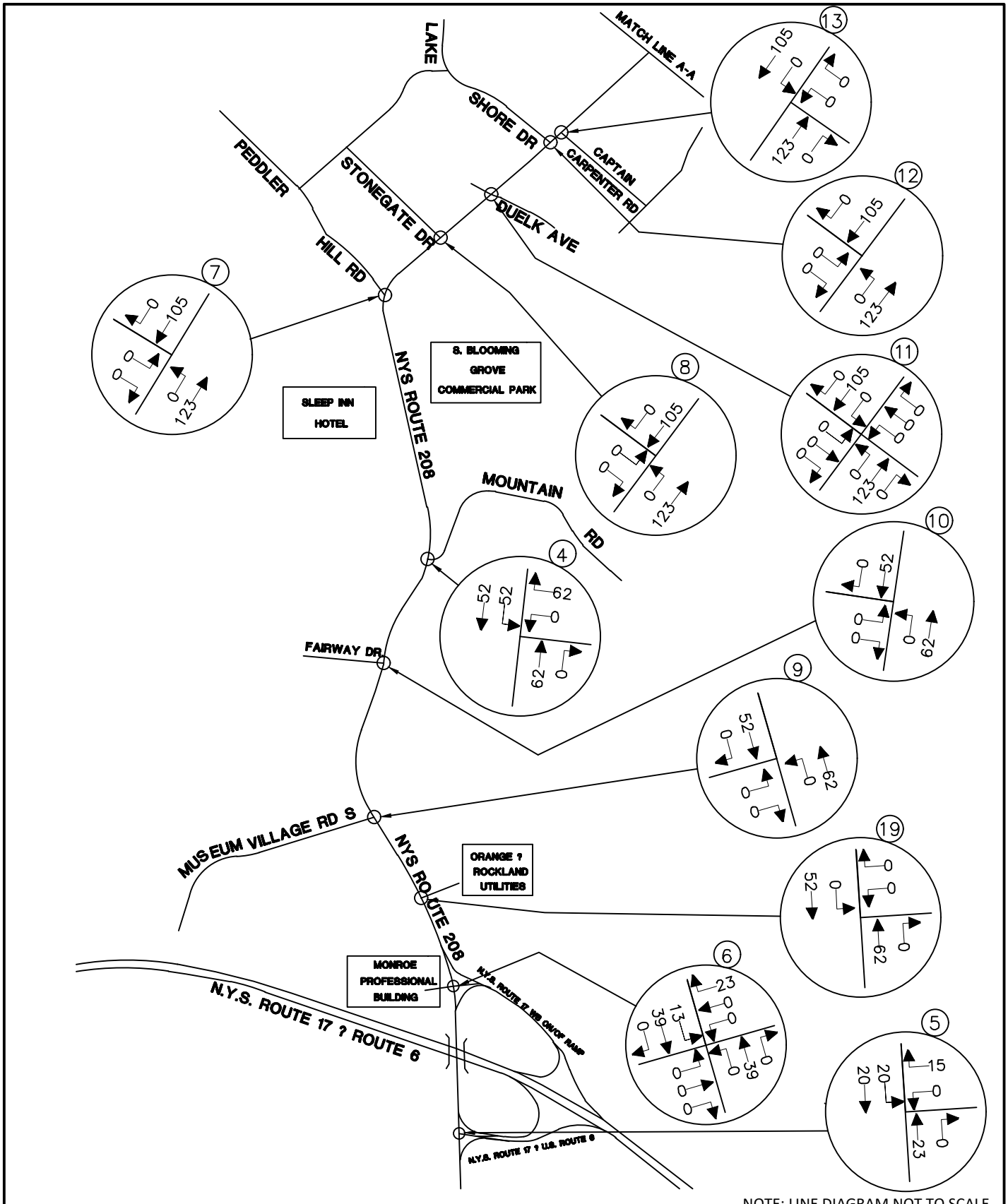
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
37–S	



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ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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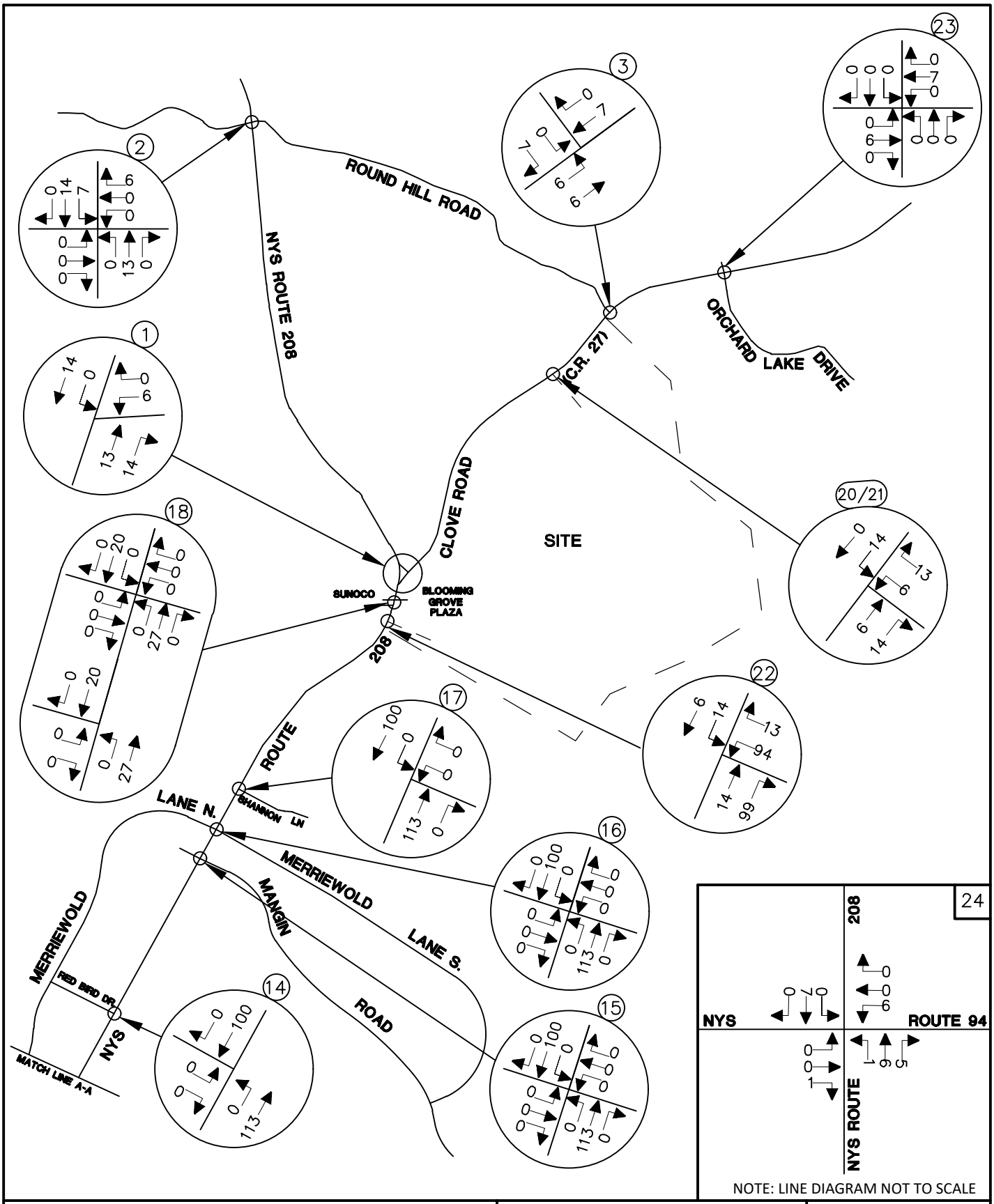
37A–S	



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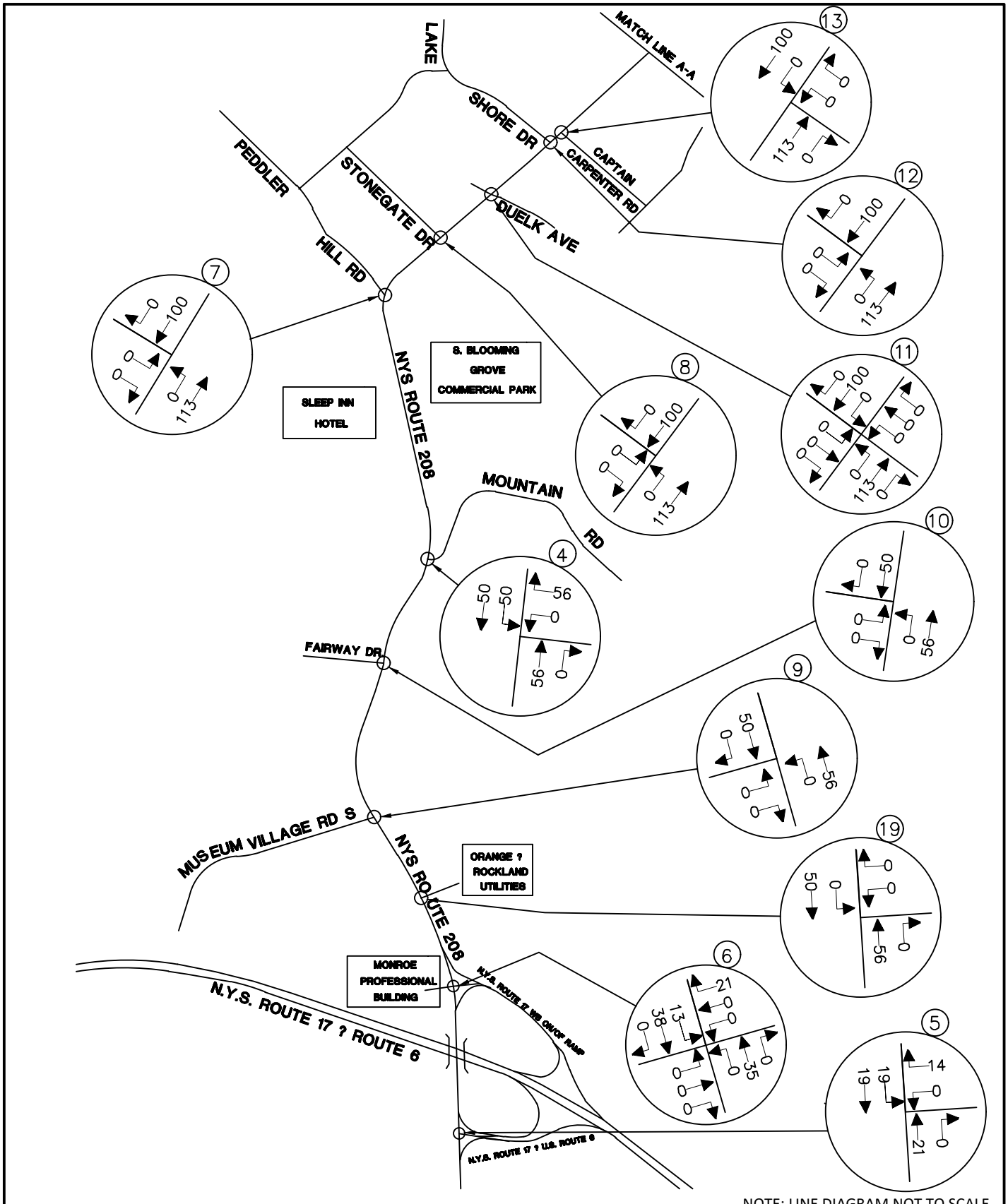
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
38–S	



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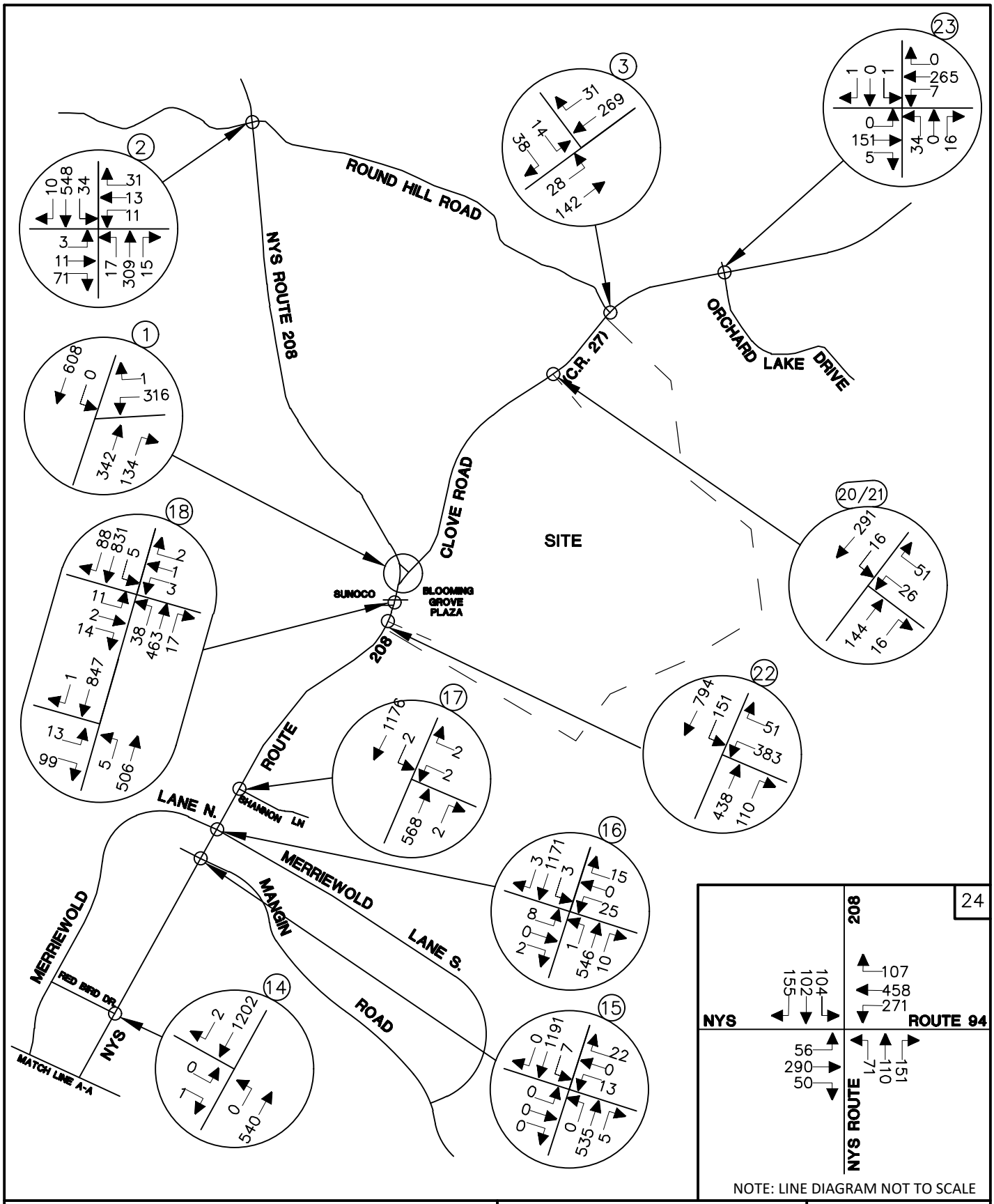
ADDITIONAL POTENTIAL
SITE GENERATED TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
38A–S	



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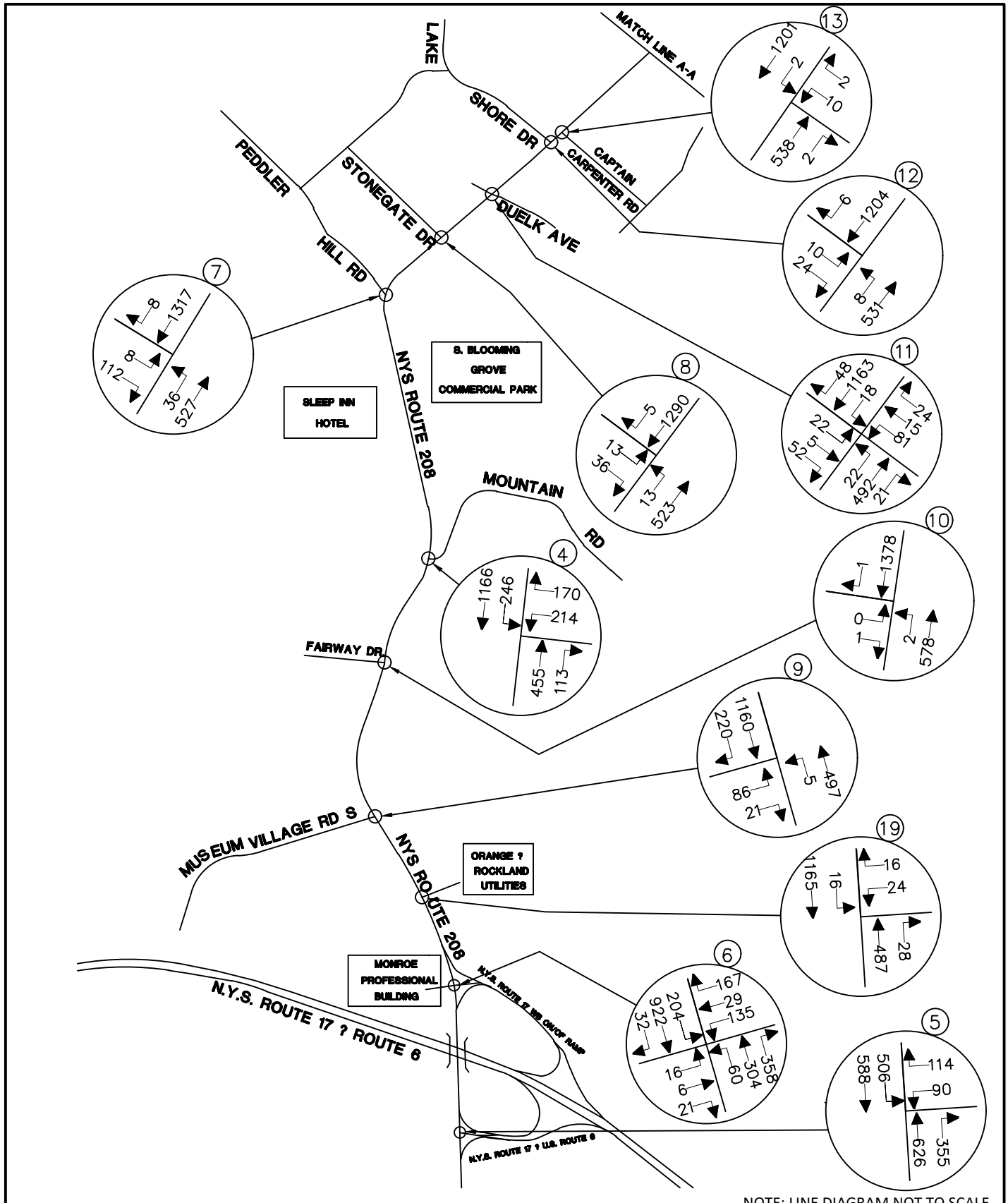
2030 COMBINED BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
39–S	



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WEEKDAY PEAK AM HOUR

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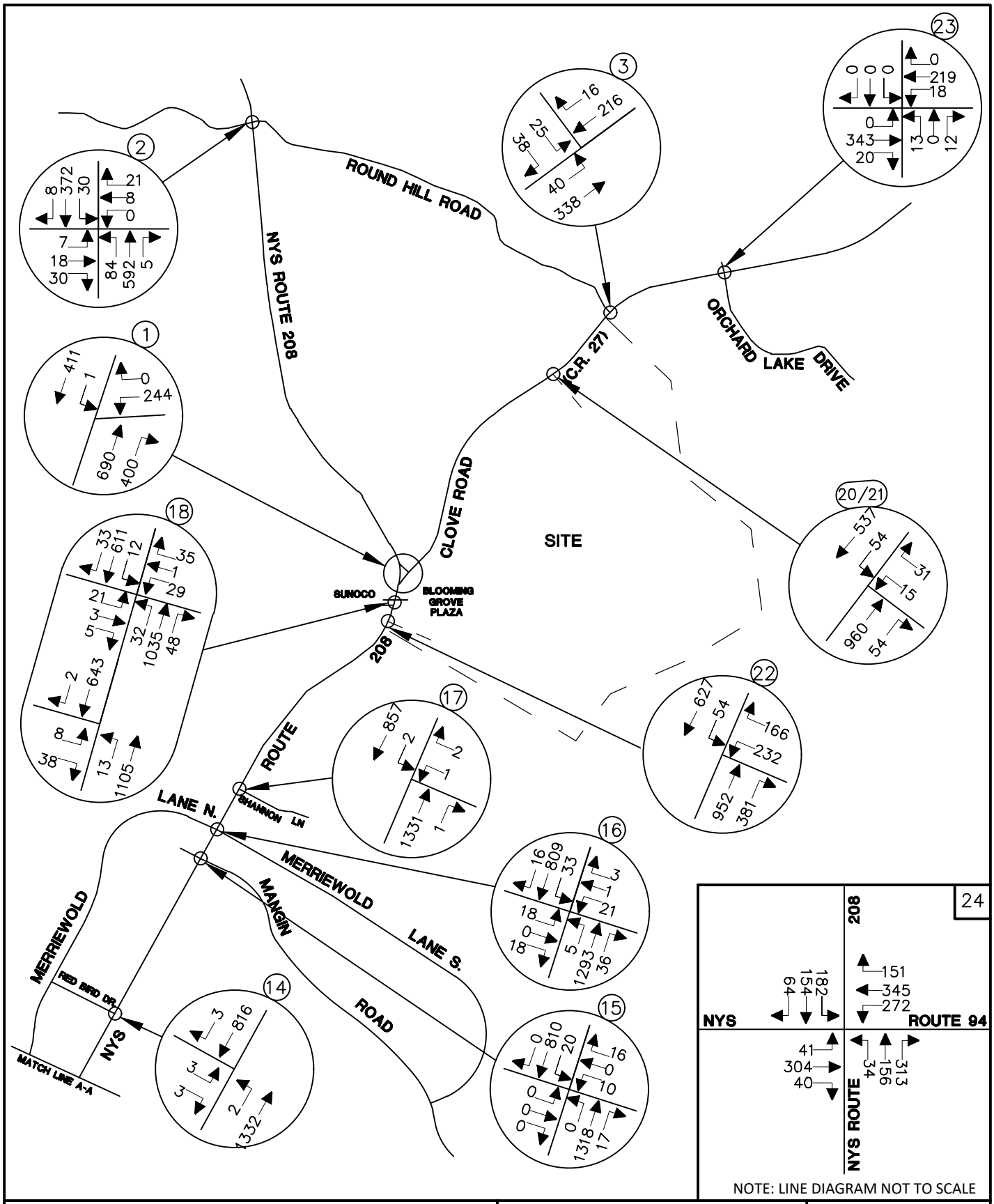

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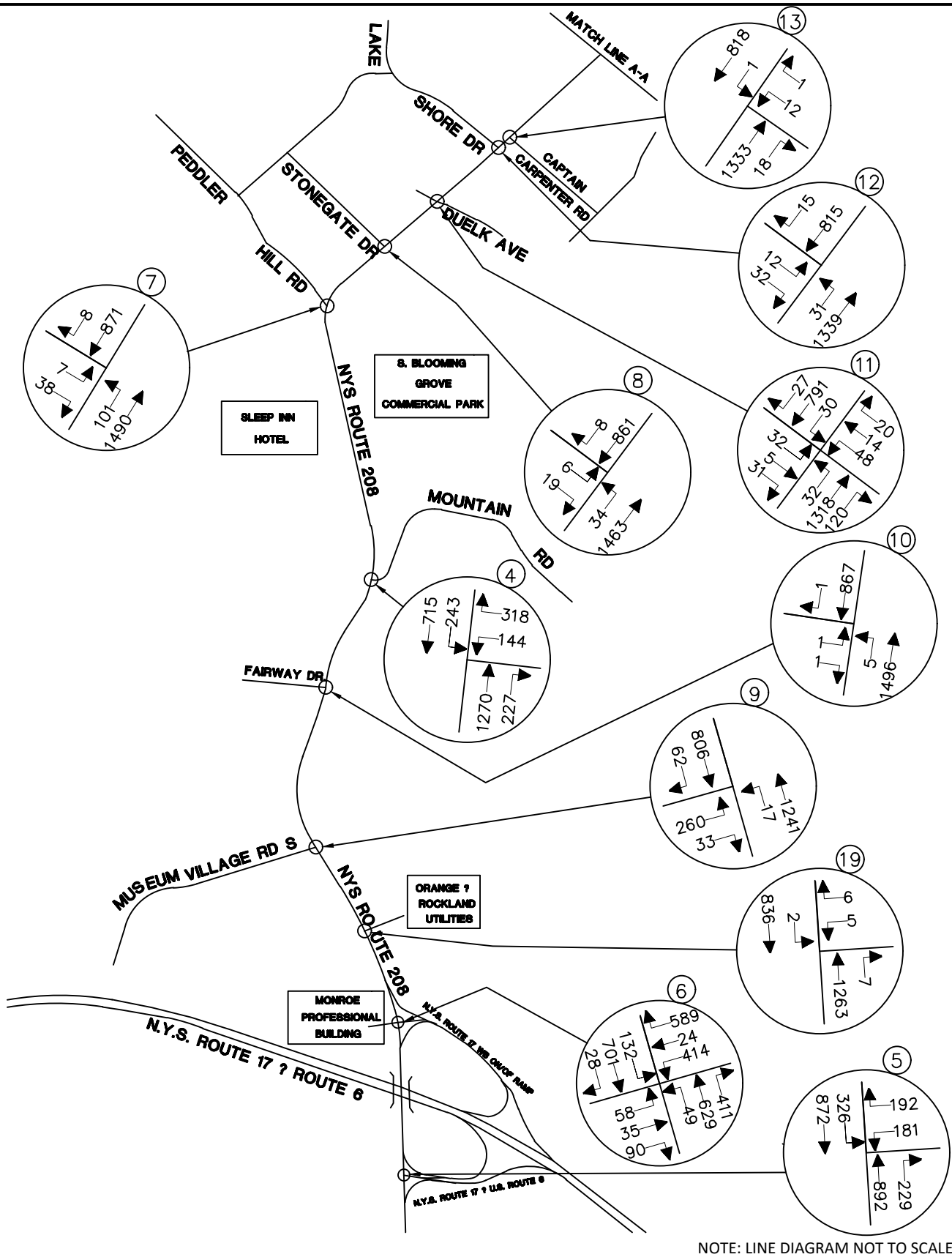
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
40–S	



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WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
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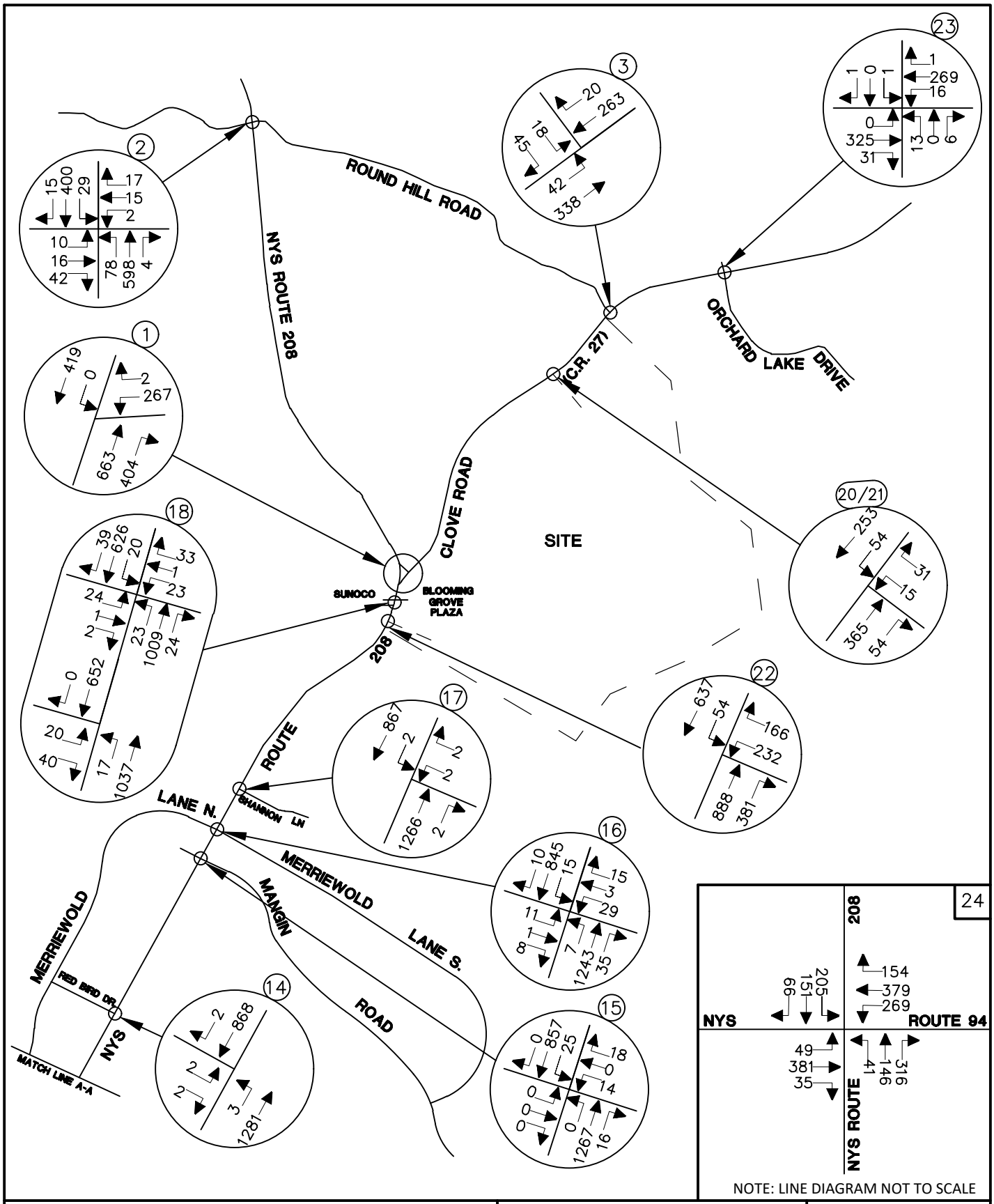
40A–S	



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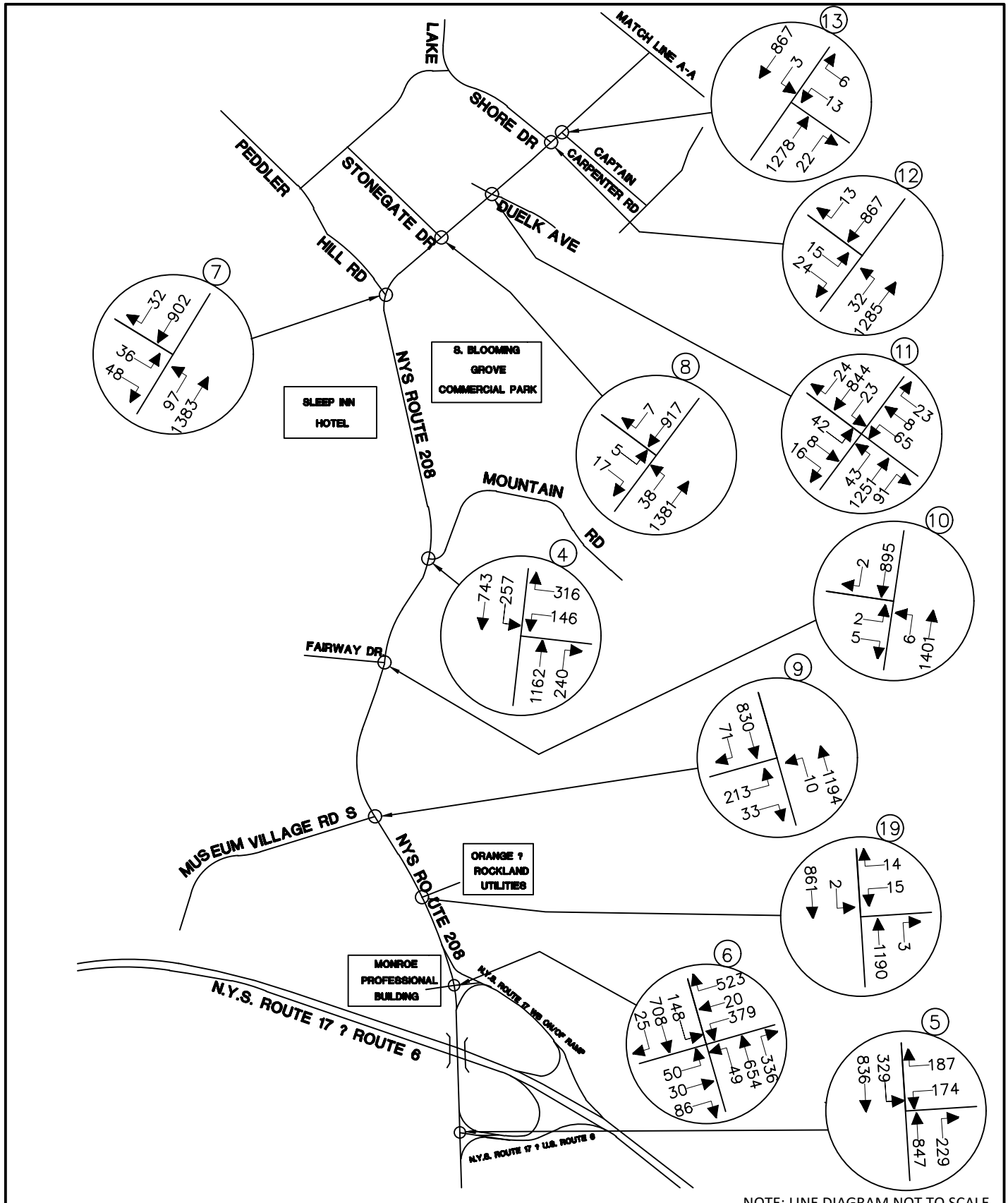
2030 COMBINED BUILD TRAFFIC VOLUMES
SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
41–S	



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SEPTEMBER FRIDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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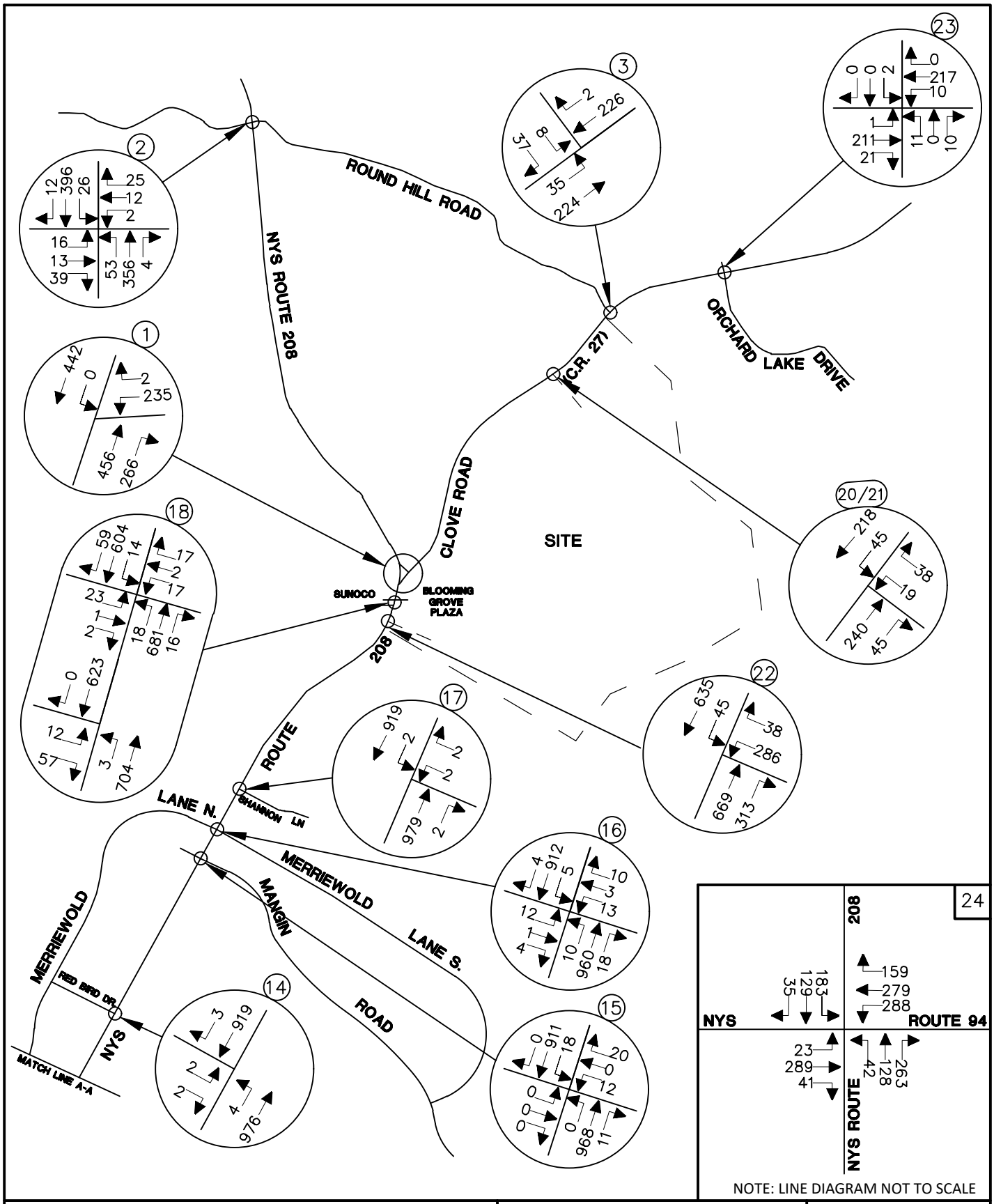
FIGURE NUMBER:
41A–S



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SEPTEMBER SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
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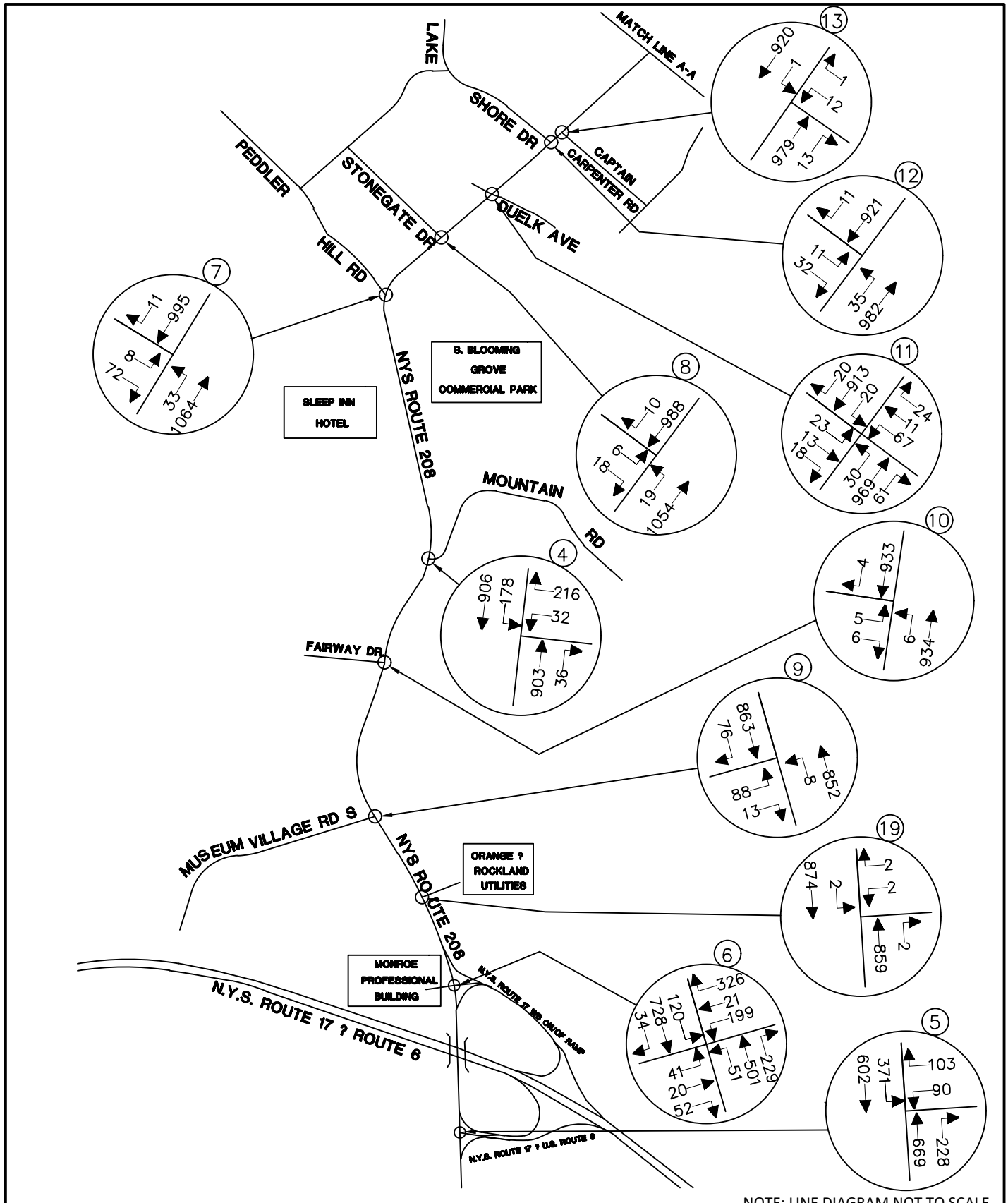
FIGURE NUMBER:	
42–S	



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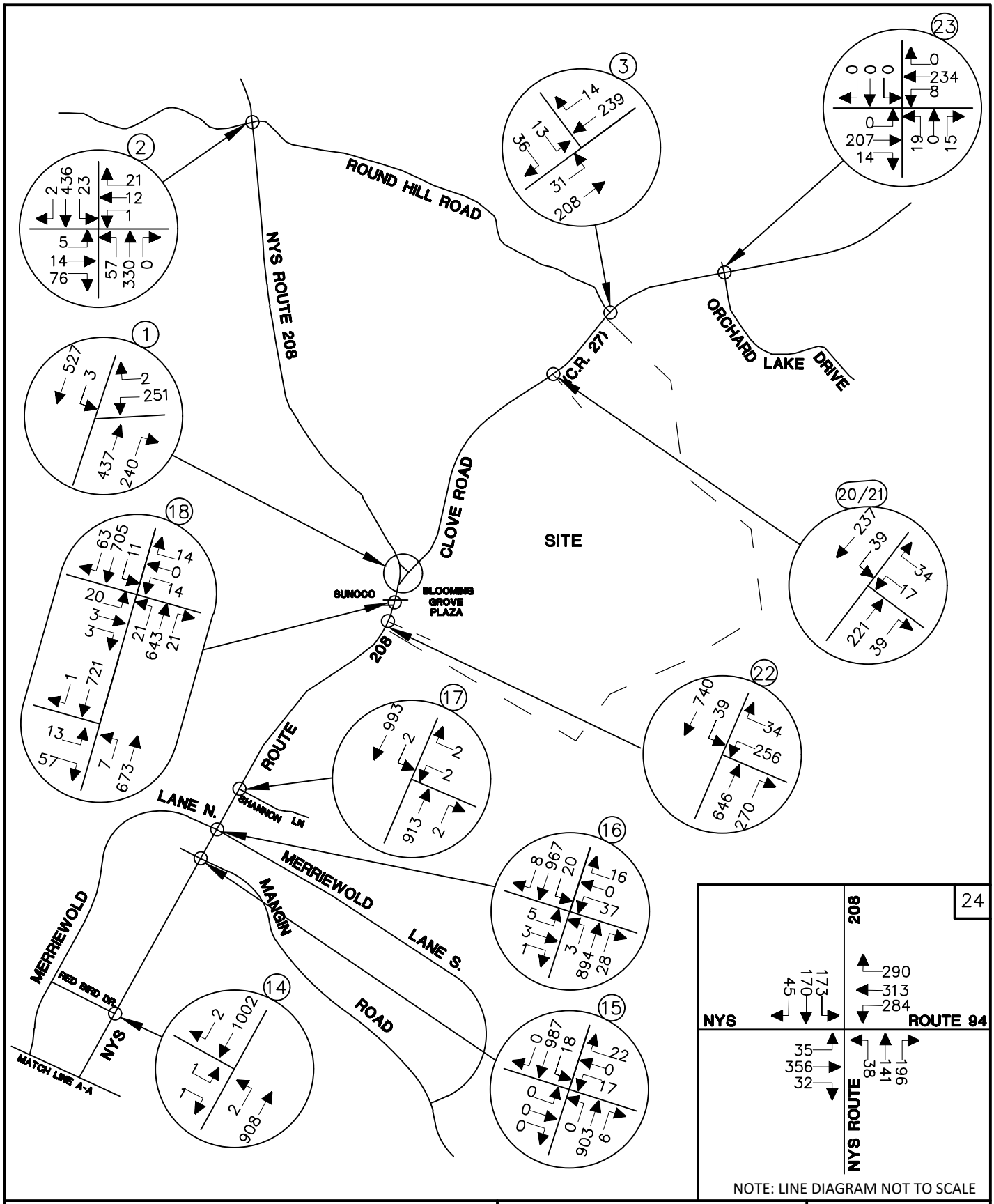

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SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
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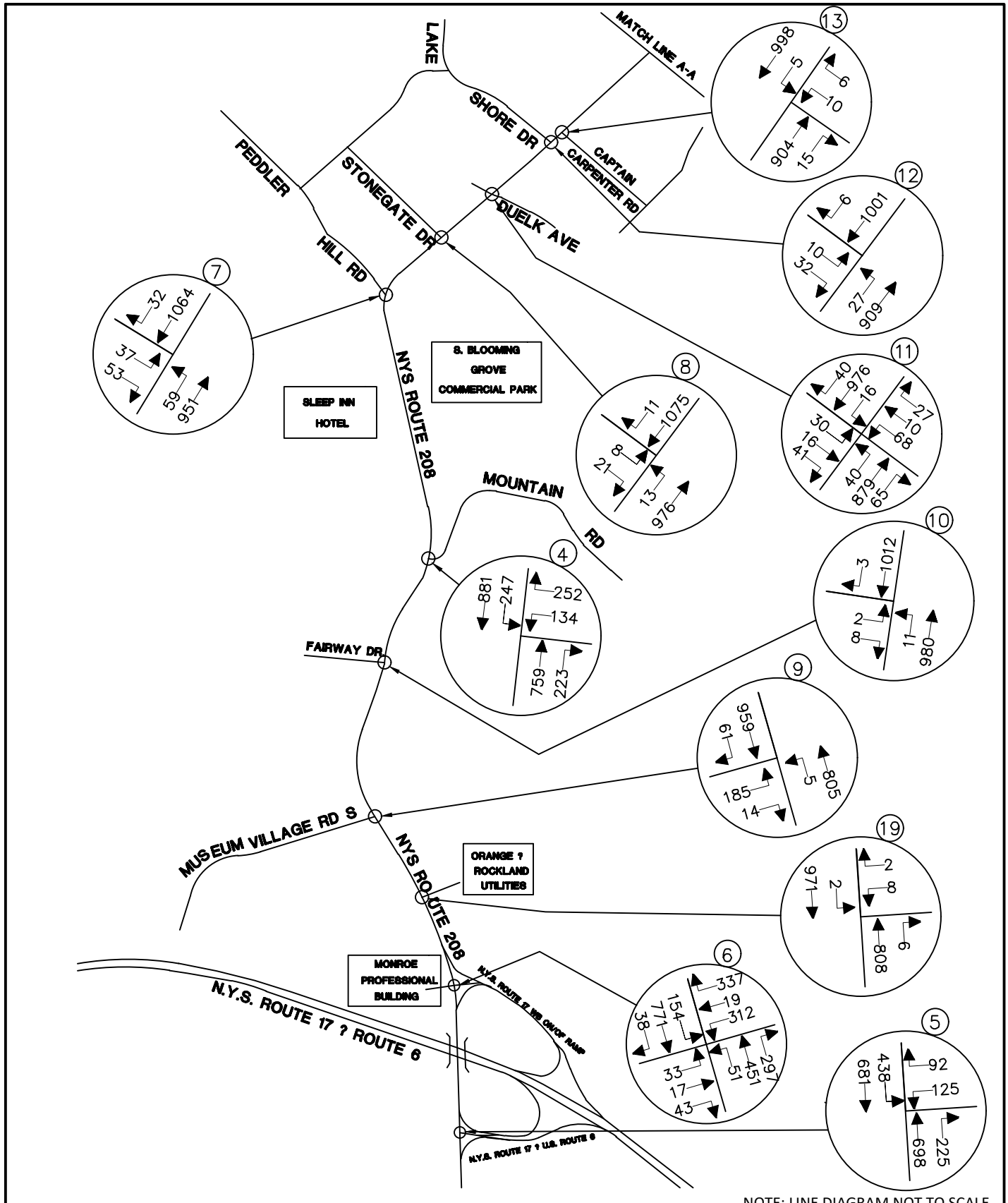
43–S	



NOTE: LINE DIAGRAM NOT TO SCALE

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CLOVEWOOD
VILLAGE OF S. BLOOMING GROVE, NEW YORK

2030 COMBINED BUILD TRAFFIC VOLUMES
SEPTEMBER SUNDAY PEAK HOUR

JOB NUMBER:	DATE:
13001417B	10/25/2017
FIGURE NUMBER:	
43A–S	

H.3

LEVEL OF SERVICE TABLES

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.82	E	47.5	180'	1.20	F	158.9	385'	1.37	F	225.4	475'	1.47	F	268.3	530'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.89	D	48.2	237'	0.90	D	49.7	259'	0.91	D	50.5	#279
		WB APPROACH		-	-	-	-	-	-	D	48.2	-	-	D	49.7	-	-	D	50.5	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.41	A	7.7	193'	0.46	A	8.7	213'	0.48	A	9.3	216'
		NB APPROACH		-	-	-	-	-	-	A	7.7	-	-	A	8.7	-	-	A	9.3	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.56	A	9.6	349'	0.58	B	10.3	342'	0.59	B	10.8	326'
		SB APPROACH		-	-	-	-	-	-	A	9.6	-	-	B	10.3	-	-	B	10.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.7**	**-**	**-**	**B**	**19.3**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.19	B	14.1	18'	0.24	C	16.4	23'	0.25	C	17.1	25'	0.26	C	17.6	25'
	ROUND HILL ROAD	WB	LTR	240	0.09	C	15.6	8'	0.12	C	19.2	10'	0.15	C	17.4	13'	0.18	C	17.0	15'
	NYS ROUTE 208	NB	LTR	500+	0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	500+	0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'	0.03	A	8.2	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.07	B	10.4	5'	0.08	B	10.9	8'	0.09	B	11.1	8'	0.10	B	11.3	8'
		NEB	LT	235	0.00	A	7.9	0'	0.00	A	8.0	0'	0.02	A	8.1	3'	0.03	A	8.2	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.27	C	18.1	28'	1.23	F	167.8	403'	2.88	F	915.3	900'	15.88	F	>1000	1285'
	NYS ROUTE 208	SB	LT	500+	0.02	A	8.1	3'	0.04	A	8.7	3'	0.19	A	9.5	18'	0.27	B	10.1	28'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.84	D	52.0	#232	0.83	D	51.6	#232	0.80	D	54.9	265'
			R	500+	-	-	-	-	0.39	C	32.8	37'	0.47	C	31.6	41'	0.50	D	42.7	51'
		WB APPROACH		-	-	-	-	-	-	D	45.6	-	-	D	43.4	-	-	D	49.5	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.35	A	7.7	179'	0.41	A	9.5	223'	0.40	B	10.7	319'
			R	50	-	-	-	-	0.10	A	2.1	8'	0.10	A	2.7	10'	0.09	A	2.5	9'
		NB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	8.1	-	-	A	9.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.07	A	4.7	14'	0.31	A	5.9	47'	0.44	A	7.1	108'
			T	500+	-	-	-	-	0.87	B	16.3	#913	0.87	B	16.0	#905	0.89	B	19.8	#1425
		SB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	14.6	-	-	B	17.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**17.8**	**-**	**-**	**C**	**20.7**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	5.9	-	-	A	6.6	-	-	A	6.9	-
		NB APPROACH		150	-	-	-	-	-	A	4.8	-	-	A	5.8	-	-	A	6.5	-
		SB APPROACH		550+	-	-	-	-	-	B	11.0	-	-	B	12.6	-	-	C	15.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**9.8**	**-**	**-**	**B**	**11.8**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	66'	0.57	C	27.9	109'	0.59	C	28.5	113'	0.60	C	28.5	115'
		WB APPROACH		-	-	C	28.2	-	-	C	27.9	-	-	C	28.5	-	-	C	28.5	-
	NYS ROUTE 208	NB	TR	500+	0.32	A	2.4	102'	0.52	A	4.3	218'	0.54	A	4.5	228'	0.54	A	4.5	232'
		NB APPROACH		-	-	A	2.4	-	-	A	4.3	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	LT	500+	1.09	E	67.2	#671	1.96	F	450.3	#817	1.84	F	392.7	#759	2.33	F	616.1	#998
		SB APPROACH		-	-	E	67.2	-	-	F	450.3	-	-	F	392.7	-	-	F	616.1	-
		OVERALL		**-**	**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**188.8**	**-**	**-**	**F**	**317.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#325	0.82	E	74.1	#348
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.80	D	44.5	716'	0.87	D	51.8	#816	0.89	E	55.2	#842
		NB APPROACH		-	-	-	-	-	-	D	44.5	-	-	D	51.8	-	-	E	55.2	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.90	D	52.7	m431	0.75	D	47.8	m377	0.78	D	48.5	m413
			T	500+	-	-	-	-	0.37	B	13.9	m193	0.41	B	14.3	m227	0.42	B	14.3	m234
		SB APPROACH		-	-	-	-	-	-	C	34.3	-	-	C	29.7	-	-	C	30.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**39.9**	**-**	**-**	**D**	**41.0**	**-**

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.8	18'	0.13	C	21.9	30'	0.13	C	21.9	30'	0.13	C	21.9	30'
		EB APPROACH		-	-	C	22.8	-	-	C	21.9	-	-	C	21.9	-	-	C	21.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.37	C	24.1	81'	0.49	C	24.0	122'	0.49	C	24.0	122'	0.49	C	24.0	122'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.1	-	-	C	24.0	-	-	C	24.0	-	-	C	24.0	-
	NYS ROUTE 208	NB	LT	500+	0.21	A	3.6	75'	0.42	A	6.1	151'	0.43	A	6.1	166'	0.43	A	6.2	175'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	3.6	-	-	A	6.1	-	1.08	A	6.1	-	-	A	6.2	-
	NYS ROUTE 208	SB	LTR	450	0.80	B	11.8	#665	1.06	E	56.9	#970	1.28	E	62.5	#993	1.16	F	93.2	#1081
		SB APPROACH		-	-	B	11.8	-	-	E	56.9	-	-	E	62.5	-	-	F	93.2	-
		OVERALL		**-**	**-**	**B**	**11.5**	**-**	**-**	**D**	**42.5**	**-**	**-**	**D**	**45.5**	**-**	**-**	**E**	**66.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.79	F	88.0	68'	0.79	F	88.0	68'	0.79	F	111.2	#72
		EB APPROACH		-	-	-	-	-	-	F	88.0	-	-	F	88.0	-	-	F	111.2	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.88	E	78.3	249'	0.88	E	78.3	249'	0.88	E	78.3	249'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.3	-	-	E	78.3	-	-	E	78.3	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.69	D	43.7	m66	0.65	D	40.2	m49	0.68	D	41.3	m55
			T	500+	-	-	-	-	0.29	B	16.7	213'	0.32	B	17.0	m207	0.32	B	16.1	m198
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	21.7	-	-	C	21.0	-	-	C	20.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.29	B	14.0	m80	0.36	B	16.2	m101	0.39	B	16.1	m102
			TR	450	-	-	-	-	1.05	F	43.2	m#1335	1.01	C	30.8	m#1250	1.05	D	41.8	m#1250
		SB APPROACH		-	-	-	-	-	-	D	39.1	-	-	C	28.3	-	-	D	37.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.9**	**-**	**-**	**C**	**33.3**	**-**	**-**	**D**	**39.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.58	E	76.0	58'	0.58	E	76.0	58'	0.58	E	76.0	58'
		EB	R	50	-	-	-	-	0.61	E	78.0	0'	0.61	E	78.0	0'	0.61	E	78.0	0'
		EB APPROACH		-	-	-	-	-	-	E	77.0	-	-	E	77.0	-	-	E	77.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.77	E	67.0	249'	0.77	E	67.0	208'	0.77	E	67.0	208'
			T	500+	-	-	-	-	0.18	E	62.0		0.18	E	62.0	61'	0.18	E	62.0	61'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	66.1	-	-	E	66.1	-	-	E	66.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.59	D	38.9	m65'	0.17	B	11.7	m42	0.68	D	41.6	m54
			T	500+	-	-	-	-	0.28	B	15.7	213'	0.31	B	16.0	m207	0.32	B	16.1	m203
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	B	15.3	-	-	C	20.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.28	B	12.9	m77'	0.35	B	14.9	m93	0.39	B	16.1	m97
			TR	450	-	-	-	-	1.03	F	35.4	m#1312'	0.99	C	24.9	m#1227	1.05	D	41.8	m#1250
		SB APPROACH		-	-	-	-	-	-	C	32.3	-	-	C	23.2	-	-	D	37.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.4**	**-**	**-**	**C**	**27.2**	**-**	**-**	**D**	**37.4**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.42	D	28.4	50'	0.62	E	46.6	90'	0.77	F	74.9	123'	0.99	F	139.5	170'
	NYS ROUTE 208	NB	LT	500+	0.04	B	10.4	3'	0.06	B	11.2	5'	0.07	B	12.0	5'	0.08	B	13.2	8'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.05	C	22.2	48'	0.05	C	29.4	18'	0.05	C	34.1	18'
			R	50	-	-	-	-	0.77	C	26.9	18'	0.78	C	35.0	54'	0.80	D	40.3	70'
		SEB APPROACH		-	-	-	-	-	-	C	26.6	-	-	C	34.6	-	-	D	39.9	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.15	B	16.8	14'	0.20	C	24.1	18'	0.45	D	42.8	#65
			T	-	-	-	-	-	0.33	A	2.9	89'	0.38	A	2.9	119'	0.40	A	2.9	150'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.4	-	-	A	5.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.87	A	6.9	#785	0.91	B	13.2	#953	1.00	C	33.3	#1184
		SB APPROACH		-	-	-	-	-	-	A	6.9	-	-	B	13.2	-	-	C	33.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.6**	**-**	**-**	**B**	**12.1**	**-**	**-**	**C**	**25.9**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.19	C	22.0	18'	0.27	D	29.5	25'	0.34	E	39.4	35'	0.44	F	56.6	48'
	NYS ROUTE 208	NEB	LT	500+	0.02	B	10.1	3'	0.02	B	10.8	3'	0.03	B	11.5	3'	0.03	B	12.5	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.43	C	26.3	43'	0.51	C	34.0	43'	0.57	D	44.3	43'
		SEB APPROACH		-	-	-	-	-	-	C	26.3	-	-	C	34.0	-	-	D	44.3	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.31	A	2.5	80'	0.36	A	2.2	103'	0.39	A	2.1	126'
		NEB APPROACH		-	-	-	-	-	-	A	2.5	-	-	A	2.2	-	-	A	2.1	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.81	A	5.7	428'	0.85	A	7.1	#724	0.92	B	13.3	#1128
		SWB APPROACH		-	-	-	-	-	-	A	5.7	-	-	A	7.1	-	-	B	13.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.5**	**-**	**-**	**A**	**6.5**	**-**	**-**	**B**	**10.9**	**-**

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.70	F	70.9	103'	1.42	F	335.1	228'	1.49	F	369.4	235'	1.76	F	500.6	263'
	NYS ROUTE 208	NB	LT	500+	0.01	B	10.9	0'	0.01	B	12.6	0'	0.01	B	12.6	0'	0.01	B	13.2	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.68	F	84.9	#189	0.68	F	84.9	#189	0.68	F	84.9	#189
		EB APPROACH		-	-	-	-	-	-	F	84.9	-	-	F	84.9	-	-	F	84.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.32	A	2.9	34'	0.34	A	3.0	37'	0.46	A	8.5	61'
		NB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	3.0	-	-	A	8.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.94	C	22.5	#1654	0.94	C	21.8	#1640	0.99	C	32.8	#1810
		SB APPROACH		-	-	-	-	-	-	C	22.5	-	-	C	21.8	-	-	C	32.8	-
		OVERALL		-	-	-	-	-	-	**C**	**21.5**	-	-	**C**	**20.6**	-	-	**C**	**29.5**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.00	C	20.0	0'	0.01	D	27.1	0'	0.01	D	27.0	0'	0.01	D	29.5	0'
	NYS ROUTE 208	NB	LT	500+	0.00	B	10.8	0'	0.00	B	12.5	0'	0.00	B	12.4	0'	0.01	B	13.0	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.02	D	36.3	0'	0.02	D	36.2	0'	0.03	D	48.6	0'
		EB APPROACH		-	-	-	-	-	-	D	36.3	-	-	D	36.2	-	-	D	48.6	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.36	A	1.9	79'	0.39	A	2.0	90'	0.39	A	1.6	74'
		NB APPROACH		-	-	-	-	-	-	A	1.9	-	-	A	2.0	-	-	A	1.6	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.93	B	13.7	#1020	0.92	B	13.2	#1012	0.93	B	12.7	#951
		SB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.2	-	-	B	12.7	-
		OVERALL		-	-	-	-	-	-	**B**	**10.4**	-	-	**A**	**9.9**	-	-	**A**	**9.4**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.78	C	34.2	50'	0.78	C	34.2	51'	0.78	C	34.2	51'	0.78	C	34.2	51'
		EB APPROACH		-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-
	DUELK AVENUE	WB	LT	500+	0.69	C	34.8	81'	0.70	C	34.7	87'	0.70	C	34.7	87'	0.70	C	34.7	87'
			R	500+	0.23	C	28.7	0'	0.22	C	28.6	0'	0.22	C	28.6	0'	0.22	C	28.6	0'
		WB APPROACH		-	-	C	33.6	-	-	C	33.5	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	NEB	LTR	500+	0.28	A	5.9	134'	0.38	A	6.9	197'	0.46	A	7.7	256'	0.50	A	8.1	289'
		NEB APPROACH		-	-	A	5.9	-	-	A	6.9	-	-	A	7.7	-	-	A	8.1	-
	NYS ROUTE 208	SWB	LTR	375	0.73	B	12.3	#623	0.85	B	17.9	#781	0.96	C	29.9	#921	1.09	E	67.4	#1092
		SWB APPROACH		-	-	B	12.3	-	-	B	17.9	-	-	C	29.9	-	-	E	67.4	-
		OVERALL		-	-	**B**	**13.9**	-	-	**B**	**17.0**	-	-	**C**	**24.1**	-	-	**D**	**47.9**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	0.79	E	58.9	73'	0.79	E	58.9	73'
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	E	58.9	-	-	E	58.9	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	0.77	E	62.5	138'	0.77	E	62.5	138'
			R	500+	-	-	-	-	-	-	-	-	0.25	D	52.3	2'	0.25	D	52.3	2'
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	E	60.5	-	-	E	60.5	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	0.40	A	6.5	244'	0.47	A	7.1	275'
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	A	6.5	-	-	A	7.1	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	0.83	B	16.7	#1155	0.95	C	28.6	#1427'
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	B	16.7	-	-	C	28.6	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	**B**	**18.7**	-	-	**C**	**25.9**	-

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165		0.13	C	20.8	10'	0.18	D	27.2	18'	0.24	E	36.2	23'	0.32	F	50.6	30'
	NYS ROUTE 208	NEB	LT	395		0.01	B	10.3	0'	0.01	B	11.0	0'	0.02	B	11.7	0'	0.02	B	12.8	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165		-	-	-	-	0.28	C	21.7	33'	0.34	C	27.8	36'	0.43	D	36.5	36'
		SEB APPROACH		-		-	-	-	-	-	C	21.7	-	-	C	27.8	-	-	D	36.5	-
	NYS ROUTE 208	NEB	LT	395		-	-	-	-	0.33	A	2.8	82'	0.37	A	2.5	102'	0.38	A	2.1	114'
		NEB APPROACH		-		-	-	-	-	-	A	2.8	-	-	A	2.5	-	-	A	2.1	-
	NYS ROUTE 208	SWB	TR	30		-	-	-	-	0.78	A	5.6	346'	0.82	A	5.7	483'	0.88	A	9.2	#980
		SWB APPROACH		-		-	-	-	-	-	A	5.6	-	-	A	5.7	-	-	A	9.2	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**7.6**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360		0.04	C	18.0	3'	0.06	C	23.0	5'	0.08	D	29.1	8'	0.10	E	36.5	8'
	NYS ROUTE 208	SWB	LT	500+		0.00	A	7.9	0'	0.00	A	8.2	0'	0.00	A	8.5	0'	0.00	A	8.6	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360		-	-	-	-	0.09	C	20.0	21'	0.11	C	25.4	24'	0.14	C	32.2	24'
		NB APPROACH		-		-	-	-	-	-	C	20.0	-	-	C	25.4	-	-	C	32.2	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.34	A	2.9	75'	0.39	A	2.6	91'	0.39	A	2.2	102'
		NEB APPROACH		-		-	-	-	-	-	A	2.9	-	-	A	2.6	-	-	A	2.2	-
	NYS ROUTE 208	SWB	LT	35		-	-	-	-	0.73	A	5.4	314'	0.78	A	5.4	426'	0.85	A	7.9	#920
		SWB APPROACH		-		-	-	-	-	-	A	5.4	-	-	A	5.4	-	-	A	7.9	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**6.3**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345		0.00	C	15.4	0'	0.00	C	17.5	0'	0.00	C	19.9	0'	0.01	C	23.7	0'
	NYS ROUTE 208	NEB	LT	500+		0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360		-	-	-	-	0.01	C	21.2	0'	0.02	C	24.0	0'	0.02	C	30.8	0'
		SEB APPROACH		-		-	-	-	-	-	C	21.2	-	-	C	24.0	-	-	C	30.8	-
	NYS ROUTE 208	NEB	LT	500+		-	-	-	-	0.38	A	6.5	121'	0.39	A	2.7	76'	0.39	A	2.2	84'
		NEB APPROACH		-		-	-	-	-	-	A	6.5	-	-	A	2.7	-	-	A	2.2	-
	NYS ROUTE 208	SWB	TR	500+		-	-	-	-	0.84	B	12.0	464'	0.80	A	5.5	335'	0.86	A	7.7	565'
		SWB APPROACH		-		-	-	-	-	-	B	12.0	-	-	A	5.5	-	-	A	7.7	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**B**	**10.3**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**6.0**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+		0.10	C	15.6	8'	0.14	C	20.0	13'	0.19	D	25.5	18'	0.24	D	33.2	23'
	NYS ROUTE 208	SWB	LT	300		0.01	A	8.6	0'	0.01	A	9.0	0'	0.01	A	9.4	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360		-	-	-	-	0.32	C	23.8	37'	0.40	C	31.0	38'	0.49	D	40.7	38'
		NWB APPROACH		-		-	-	-	-	-	C	23.8	-	-	C	31.0	-	-	D	40.7	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.36	A	2.7	85'	0.40	A	2.4	109'	0.41	A	2.1	123'
		NEB APPROACH		-		-	-	-	-	-	A	2.7	-	-	A	2.4	-	-	A	2.1	-
	NYS ROUTE 208	SWB	LT	305		-	-	-	-	0.75	A	5.4	365'	0.81	A	5.9	547'	0.88	B	10.1	#1029
		SWB APPROACH		-		-	-	-	-	-	A	5.4	-	-	A	5.9	-	-	B	10.1	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	-	**A**	**5.1**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**8.3**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+		0.06	C	24.9	5'	0.08	D	34.4	8'	0.11	E	47.7	10'	0.16	F	66.6	13'
	MERRIEWOLD LANE	NWB	LTR	500+		0.15	C	20.6	13'	0.22	D	28.3	20'	0.30	E	40.0	30'	0.39	F	57.3	40'
	NYS ROUTE 208	NEB	LTR	315		0.00	B	12.2	0'	0.00	B	13.3	0'	0.00	B	14.6	0'	0.00	C	16.3	0'
	NYS ROUTE 208	SWB	LTR	500+		0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.5	0'	0.00	A	8.7	0'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+		-	-	-	-	0.04	B	19.4	10'	0.05	C	24.5	10'	0.06	C	31.5	10'
		SEB APPROACH		-		-	-	-	-	-	B	19.4	-	-	C	24.5	-	-	C	31.5	-
	MERRIEWOLD LANE	NWB	LTR	500+		-	-	-	-	0.17	C	20.1	44'	0.21	C	25.5	44'	0.26	C	32.9	44'
		NWB APPROACH		-		-	-	-	-	-	C	20.1	-	-	C	25.5	-	-	C	32.9	-
	NYS ROUTE 208	NEB	LTR	315		-	-	-	-	0.35	A	3.0	101'	0.39	A	2.7	115'	0.40	A	2.3	127'
		NEB APPROACH		-		-	-	-	-	-	A	3.0	-	-	A	2.7	-	-	A	2.3	-
	NYS ROUTE 208	SWB	LTR	500+		-	-	-	-	0.72	A	5.3	477'	0.77	A	5.3	437'	0.84	A	7.2	#797
		SWB APPROACH		-		-	-	-	-	-	A	5.3	-	-	A	5.3	-	-	A	7.2	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**6.4**	**-**

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.02	C	18.2	0'	0.02	C	21.9	3'	0.03	D	26.3	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.6	0'	0.00	A	8.7	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.12	C	23.4	10'	0.18	D	32.6	15'	0.20	E	36.1	18'	0.21	E	38.4	20'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.02	C	20.0	3'	0.04	D	28.9	3'	0.05	D	31.9	3'	0.05	D	33.7	5'
	NYS ROUTE 208	NB	LTR	275	0.05	A	9.6	3'	0.06	B	10.2	5'	0.06	B	10.3	5'	0.06	B	10.4	5'
	NYS ROUTE 208	SB	LTR	140	0.00	A	7.9	0'	0.01	A	8.2	0'	0.01	A	8.3	0'	0.01	A	8.4	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.11	B	19.0	28'	0.12	C	20.9	30'	0.12	C	20.9	30'
		EB APPROACH		-	-	-	-	-	-	B	19.0	-	-	C	20.9	-	-	C	20.9	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.02	B	18.6	12'	0.02	C	20.4	13'	0.02	C	20.4	13'
		WB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	20.4	-	-	C	20.4	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.38	A	3.2	96'	0.43	A	3.1	116'	0.43	A	3.1	116'
		NB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.1	-	-	A	3.1	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.72	A	5.4	299'	0.73	A	5.3	331'	0.73	A	5.3	331'
		SB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-	-	A	5.3	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	19.2	13'	0.22	D	28.2	20'	0.23	D	29.7	20'	0.26	D	33.9	25'
	NYS ROUTE 208	SB	LT	120	0.01	A	8.1	0'	0.02	A	8.6	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.42	C	28.9	47'	0.42	C	29.0	47'	0.48	C	33.8	47'
		WB APPROACH		-	-	-	-	-	-	C	28.9	-	-	C	29.0	-	-	C	38.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.33	A	2.4	87'	0.37	A	2.5	98'	0.37	A	2.3	104'
			R	150	-	-	-	-	0.03	A	1.7	5'	0.03	A	1.7	5'	0.03	A	1.5	5'
		NB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.4	-	-	A	2.2	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.03	A	3.1	5'	0.03	A	3.3	5'	0.03	A	3.1	5'
			T	500+	-	-	-	-	0.84	A	6.1	510'	0.83	A	6.0	502'	0.86	A	7.4	648'
		SB APPROACH		-	-	-	-	-	-	A	6.0	-	-	A	5.9	-	-	A	7.4	-
		OVERALL		-	-	-	-	-	-	**A**	**5.6**	-	-	**A**	**5.4**	-	-	**A**	**6.5**	-
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		-	-	-	-	-	-	-	-	0.09	B	10.7	8'	0.14	B	11.3	13'
		SWB	LT		-	-	-	-	-	-	-	-	0.01	A	7.6	0'	0.01	A	7.7	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.78	B	19.9	223'	0.88	C	31.3	#389
			R		-	-	-	-	-	-	-	-	0.11	B	16.0	22'	0.13	B	17.7	26'
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	19.4	-	-	C	29.7	-
		NB	T		-	-	-	-	-	-	-	-	0.70	B	13.1	261'	0.68	B	16.6	300'
			R		-	-	-	-	-	-	-	-	0.09	A	4.3	7'	0.12	A	3.4	9'
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	11.8	-	-	B	14.0	-
		SB	L		-	-	-	-	-	-	-	-	0.37	A	8.4	52'	0.44	B	11.7	65'
			T		-	-	-	-	-	-	-	-	0.84	A	8.9	417'	0.90	B	16.8	516'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	8.8	-	-	B	16.0	-
		OVERALL			-	-	-	-	-	-	-	-	-	**B**	**11.4**	-	-	**B**	**18.5**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	-	A	9.6	-	-	C	15.5	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	7.5	-	-	A	7.5	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	B	10.3	-	-	B	14.0	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**9.4**	-	-	**B**	**12.5**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.5	0'	0.01	A	7.6	0'	0.01	A	7.6	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.09	B	11.2	8'	0.11	B	11.9	10'	0.11	B	12.2	10'	0.11	B	12.3	10'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.0	0'	0.00	B	11.6	0'	0.01	B	11.8	0'	0.01	B	11.9	0'

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	28.3	61'	0.19	C	28.9	61'
				TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	28.6	316'	0.88	C	29.3	318'
			EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	28.6	-	-	C	29.3	-
		NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	28.9	#302	0.74	C	30.2	#311
				T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	26.9	438'	0.88	C	28.1	443'
				R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.8	23'	0.20	A	5.0	24'
			WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	24.7	-	-	C	25.8	-
		NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.28	C	22.5	65'	0.28	C	22.6	67'
				TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.79	C	34.0	#308	0.81	D	37.3	#337
			NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	31.4	-	-	C	34.1	-
			SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.39	C	21.7	92'	0.40	C	22.1	92'
				TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.9	223'	0.69	C	27.3	227'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.4	-	-	C	25.8	-
			OVERALL		**-**	**-**	**C**	**20.9**	**-**	**-**	**C**	**25.0**	**-**	**-**	**C**	**26.8**	**-**	**-**	**C**	**28.0**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	28.4	61'	0.19	C	29.0	61'
				TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	28.6	314'	0.87	C	29.4	317'
			EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	28.6	-	-	C	29.3	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	28.8	#302	0.74	C	30.2	#310
				T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	26.8	435'	0.88	C	28.0	439'
				R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	4.8	24'	0.20	A	5.0	24'
			WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	24.7	-	-	C	25.8	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.28	C	22.3	65'	0.28	C	22.5	0'
				TR	140	-	-	-	-	0.73	C	28.3	#257	0.78	C	31.7	#307	0.80	C	34.5	#335
			NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	29.6	-	-	C	31.9	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.38	C	21.5	91'	0.40	C	21.9	92'
				TR	125	-	-	-	-	0.71	C	26.4	211'	0.69	C	26.7	222'	0.69	C	27.1	226'
			SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	25.2	-	-	C	25.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**24.8**	**-**	**-**	**C**	**26.4**	**-**	**-**	**C**	**27.5**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.41	D	25.8	48'	0.42	D	26.9	50'
		NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.7	0'	0.01	A	9.8	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.21	F	177.2	323'	1.30	F	215.3	360'
	NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.8	0'	0.00	B	11.0	0'
	WITH SIGNALIZATION																			
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.87	D	47.8	213'	0.87	D	48.5	219'
		WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.8	-	-	D	48.5	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.89	B	19.6	#886	0.93	C	23.5	#930
		NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	19.6	-	-	C	23.5	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.31	A	5.0	139'	0.32	A	5.2	148'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	5.0	-	-	A	5.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**C**	**20.2**	**-**	**-**	**C**	**22.7**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.26	D	25.6	25'	0.28	D	28.7	28'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.07	C	16.2	5'	0.09	C	16.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	8'	0.08	A	8.4	8'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.02	A	8.9	3'	0.04	A	9.0	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.10	B	11.7	8'	0.11	B	11.7	10'
		NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.03	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	8.91	F	>1000	1215'	3.18	F	>1000	1175'
	NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.50	C	21.2	68'	0.66	D	30.0	115'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																			
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.79	E	79.5	#258	0.79	E	79.5	#258
			R	500+	-	-	-	-	0.51	E	58.0	66'	0.72	E	58.4	226'	0.97	F	94.5	#382
		WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	66.5	-	-	F	89.8	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	1.02	F	53.9	#1516	1.10	F	80.7	#1691
			R	50	-	-	-	-	0.18	A	1.9	41'	0.20	A	4.0	41'	0.20	A	4.2	42'
		NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	D	45.9	-	-	E	69.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.90	F	86.6	#309	1.09	F	138.5	#420
			T	500+	-	-	-	-	0.43	A	4.0	186'	0.49	A	4.9	229'	0.52	A	5.2	259'
		SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	C	23.4	-	-	D	39.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**D**	**41.5**	**-**	**-**	**E**	**62.5**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	20.5	-	-	E	40.2	-
		NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	15.0	-	-	C	19.7	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.6	-	-	A	8.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**13.4**	**-**	**-**	**C**	**19.2**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.91	D	54.4	#285	0.95	E	61.7	#305
		WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	54.4	-	-	E	61.7	-
	NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.76	B	10.6	388'	0.79	B	11.8	421'
		NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	B	10.6	-	-	B	11.8	-
	NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.94	F	890.8	#998	3.42	F	>1000	#1077
		SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	890.8	-	-	F	>1000	-
		OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**409.9**	**-**	**-**	**F**	**506.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#566	0.88	E	73.2	#612
		WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-	-	E	73.2	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.91	D	46.1	#1079	0.95	D	51.5	#1150
		NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	46.1	-	-	D	51.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.85	D	47.6	m144	0.96	D	55.0	m181
			T	500+	-	-	-	-	0.63	A	0.4	m295	0.65	A	0.2	m299	0.67	A	0.2	m300
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.8	-	-	B	15.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**30.8**	**-**	**-**	**C**	**34.1**	**-**

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.15	C	20.1	40'	0.35	C	21.0	#212	0.35	C	21.0	#212	0.35	C	21.0	#212
		EB APPROACH		-	-	C	20.1	-	-	C	21.0	-	-	C	21.0	-	-	C	21.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.65	C	24.9	#259	1.08	F	91.5	#474	1.08	F	91.5	#474	1.08	F	91.5	#474
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.9	-	-	F	91.5	-	-	F	91.5	-	-	F	91.5	-
	NYS ROUTE 208	NB	LT	500+	0.43	A	9.3	181'	0.64	B	13.4	270'	0.75	B	16.6	345'	0.80	B	18.9	#462
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	9.3	-	-	B	13.4	-	-	B	16.6	-	-	B	18.9	-
	NYS ROUTE 208	SB	LTR	450	0.60	B	11.7	307'	0.88	C	25.3	#670	1.07	E	68.9	#616	1.22	F	126.4	#742
		SB APPROACH		-	-	B	11.7	-	-	C	25.3	-	-	E	68.9	-	-	F	126.4	-
		OVERALL		**-**	**-**	**B**	**14.1**	**-**	**-**	**D**	**36.8**	**-**	**-**	**D**	**53.6**	**-**	**-**	**E**	**76.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.35	F	261.5	#370	1.35	F	261.5	#370	1.35	F	261.5	#370
		EB APPROACH		-	-	-	-	-	-	F	261.5	-	-	F	261.5	-	-	F	261.5	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	1.12	F	133.7	#743	1.12	F	133.7	#743	1.12	F	133.7	#743
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	133.7	-	-	F	133.7	-	-	F	133.7	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.19	C	23.6	m48	0.49	D	36.5	m43	0.58	D	37.5	m41
			T	500+	-	-	-	-	0.68	C	34.3	m537	0.80	D	37.5	m620	0.87	D	39.9	m655
			R	195	-	-	-	-	-	A	0.0	-		A	0.0	-		A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.3	-	-	D	37.4	-	-	D	39.8	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.41	C	25.8	m73	0.63	D	38.6	m#100	0.83	E	65.0	m#170
			TR	450	-	-	-	-	0.91	B	19.9	m#916	1.00	D	35.5	m#1044	1.04	F	48.6	m#1122
		SB APPROACH		-	-	-	-	-	-	C	20.7	-	-	D	36.0	-	-	D	51.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**E**	**73.5**	**-**	**-**	**E**	**77.1**	**-**	**-**	**F**	**82.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.76	F	85.3	#188'	0.76	F	85.3	#188'	0.76	F	85.3	#188'
		EB	R	50	-	-	-	-	0.84	F	103.3	50'	0.84	F	103.3	50'	0.84	F	103.3	50'
		EB APPROACH		-	-	-	-	-	0.00	F	94.2	0'	-	F	94.2	-	-	F	94.2	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	1.01	F	97.9	#665'	1.01	F	97.9	#665	1.01	F	97.9	#665
			T	500+	-	-	-	-	0.06	D	42.5	46'	0.06	D	42.5	46'	0.06	D	42.5	46'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	94.8	-	-	F	94.8	-	-	F	94.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.16	C	20.8	m48'	0.59	D	37.4	m41'	0.59	D	37.4	m41'
			T	500+	-	-	-	-	0.66	C	32.5	m527'		D	37.6			D	37.6	
			R	195	-	-	-	-	-	A	0.0	-	0.84	A	0.0	m654'	0.84	A	0.0	m654'
		NB APPROACH		-	-	-	-	-	-	C	31.5	-	-	D	37.6	-	-	D	37.6	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.39	C	24.4	m72'	0.76	D	52.9	m152'	0.76	D	52.9	m152'
			TR	450	-	-	-	-	0.89	B	15.2	m#894'	1.01	D	37.6	m#1099'	1.01	D	37.6	m#1099'
		SB APPROACH		-	-	-	-	-	-	B	16.4	-	-	D	39.9	-	-	D	39.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**0.55**	**D**	**46.3**	**149'**	**-**	**D**	**54.9**	**-**	**-**	**D**	**54.9**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	D	26.9	18'	0.42	F	57.3	45'	0.49	F	73.2	55'	0.61	F	103.1	68'
	NYS ROUTE 208	NB	LT	500+	0.09	A	8.8	8'	0.12	A	9.5	10'	0.14	B	10.3	13'	0.15	B	10.8	13'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.14	C	26.5	33'	0.13	D	36.4	20'	0.13	D	45.5	20'
			R	50	-	-	-	-	0.79	D	36.2	20'	0.77	D	45.3	33'	0.76	D	54.2	33'
		SEB APPROACH		-	-	-	-	-	-	C	34.6	-	-	D	43.9	-	-	D	52.8	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.17	A	3.9	21'	0.20	A	4.5	23'	0.22	A	5.1	24'
			T	-	-	-	-	-	0.89	A	5.1	#1022	0.93	B	11.4	#1211	1.02	D	35.3	#1458
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	B	10.9	-	-	C	33.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.48	A	2.1	129'	0.56	A	2.1	200'	0.61	A	2.5	261'
		SB APPROACH		-	-	-	-	-	-	A	2.1	-	-	A	2.1	-	-	A	2.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**8.5**	**-**	**-**	**C**	**22.9**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.10	C	20.7	8'	0.16	D	30.5	15'	0.26	F	51.4	25'	0.50	F	126.0	48'
	NYS ROUTE 208	NEB	LT	500+	0.03	A	8.6	3'	0.04	A	9.1	3'	0.05	A	9.8	3'	0.05	B	10.2	5'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.31	D	35.2	30'	0.39	D	45.1	32'	0.59	E	74.0	37'
		SEB APPROACH		-	-	-	-	-	-	D	35.2	-	-	D	45.1	-	-	E	74.0	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.85	A	7.6	#970	0.91	B	12.6	#1217	0.99	C	26.4	#1639
		NEB APPROACH		-	-	-	-	-	-	A	7.6	-	-	B	12.6	-	-	C	26.4	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.46	A	2.4	134'	0.55	A	2.4	202'	0.59	A	2.1	154'
		SWB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.4	-	-	A	2.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.2**	**-**	**-**	**A**	**9.3**	**-**	**-**	**B**	**18.1**	**-**

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	2.48	F	762.2	575'	6.50	F	>1000	923'	7.58	F	>1000	943'	9.65	F	>1000	970'
	NYS ROUTE 208	NB	LT	500+	0.02	A	8.7	3'	0.02	A	9.5	3'	0.02	A	9.9	3'	0.03	B	10.1	3'
	WITH SIGNALIZATION																				
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	1.03	F	119.3	#535	1.03	F	119.3	#535	1.03	F	119.3	#535
		EB APPROACH		-	-	-	-	-	-	F	119.3	-	-	F	119.3	-	-	F	119.3	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.93	C	26.5	m#1514	0.93	C	26.5	m#1987	0.99	D	41.8	m#1671
		NB APPROACH		-	-	-	-	-	-	C	26.5	-	-	C	26.5	-	-	D	41.8	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.0	420'	0.65	B	11.3	579'	0.69	B	12.2	579'
		SB APPROACH		-	-	-	-	-	-	B	10.0	-	-	B	11.3	-	-	B	12.2	-
		OVERALL		-	-	-	-	-	-	**C**	**33.3**	-	-	**C**	**33.0**	-	-	**D**	**40.6**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																			
	FAIRWAY DRIVE	EB	LR	315	0.02	D	31.1	0'	0.03	F	59.6	3'	0.04	F	67.2	3'	0.04	F	83.4	3'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.3	0'	0.01	A	9.7	0'	0.01	A	9.9	0'
	W/ SIGNALIZATION																				
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.04	D	40.2	8'	0.07	E	55.5	10'	0.09	E	57.8	10'
		EB APPROACH		-	-	-	-	-	-	D	40.2	-	-	E	55.5	-	-	E	57.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.96	C	20.4	#1154	0.91	B	10.7	#964	0.96	B	18.4	#1514
		NB APPROACH		-	-	-	-	-	-	C	20.4	-	-	B	10.7	-	-	B	18.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.51	A	2.2	144'	0.53	A	1.7	110'	0.56	A	1.7	126'
		SB APPROACH		-	-	-	-	-	-	A	2.2	-	-	A	1.7	-	-	A	1.7	-
		OVERALL		-	-	-	-	-	-	**B**	**14.2**	-	-	**A**	**7.4**	-	-	**B**	**12.3**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																			
	DUELK AVENUE	EB	LTR	100	0.70	C	32.4	51'	0.73	C	32.7	52'	0.73	C	32.7	52'	0.73	C	32.7	52'
		EB APPROACH		-	-	C	32.4	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	DUELK AVENUE	WB	LT	500+	0.54	C	32.3	58'	0.57	C	32.7	63'	0.57	C	32.7	63'	0.57	C	32.7	63'
			R	500+	0.20	C	28.7	0'	0.21	C	28.8	0'	0.21	C	28.8	0'	0.21	C	28.8	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.8	-	-	C	31.8	-	-	C	31.8	-
	NYS ROUTE 208	NEB	LTR	500+	0.89	B	19.7	#811	1.05	D	52.8	#1021	1.17	F	97.9	#1167	1.31	F	159.6	#1356
		NEB APPROACH		-	-	B	19.7	-	-	D	52.8	-	-	F	97.9	-	-	F	159.6	-
	NYS ROUTE 208	SWB	LTR	375	0.43	A	6.7	225'	0.58	A	8.4	348'	0.71	B	11.2	#582	0.80	B	13.9	#688
		SWB APPROACH		-	-	A	6.7	-	-	A	8.4	-	-	B	11.2	-	-	B	13.9	-
		OVERALL		-	-	**B**	**17.0**	-	-	**D**	**37.3**	-	-	**E**	**63.7**	-	-	**F**	**101.8**	-
	WITH TIMING IMPROVEMENTS & PROPOSED PARK & RIDE																				
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.79	E	69.7	97'	0.79	E	69.7	97'	0.79	E	69.7	97'
		EB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	75.1	116'	0.74	E	75.1	116'	0.74	E	75.1	116'
			R	500+	-	-	-	-	0.27	E	64.5	3'	0.27	E	64.5	3'	0.27	E	64.5	3'
		WB APPROACH		-	-	-	-	-	-	E	72.5	-	-	E	72.5	-	-	E	72.5	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.88	B	18.5	#1492	0.98	C	34.7	#1778	1.11	F	75.8	#2138
		NB APPROACH		-	-	-	-	-	-	B	18.5	-	-	C	34.7	-	-	F	75.8	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.51	A	6.2	328'	0.72	A	9.5	509'	0.80	B	11.9	680'
		SB APPROACH		-	-	-	-	-	-	A	6.2	-	-	A	9.5	-	-	B	11.9	-
		OVERALL		-	-	-	-	-	-	**B**	**18.8**	-	-	**C**	**28.6**	-	-	**D**	**53.6**	-

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.15	C	19.9	13'	0.25	D	31.2	25'	0.40	F	54.6	43'	0.61	F	108.4	68'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.04	A	9.5	3'	0.04	A	9.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.41	C	27.8	37'	0.51	D	38.0	40'	0.55	D	45.9	40'
		SEB APPROACH		-	-	-	-	-	-	C	27.8	-	-	D	38.0	-	-	D	45.9	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.79	A	5.9	#572	0.85	A	7.6	#970	0.94	B	17.6	#1195
		NEB APPROACH		-	-	-	-	-	-	A	5.9	-	-	A	7.6	-	-	B	17.6	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.46	A	2.8	129'	0.54	A	2.7	194'	0.59	A	2.9	246'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.7	-	-	A	2.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**6.5**	**-**	**-**	**B**	**12.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.06	C	23.4	5'	0.10	D	33.5	8'	0.14	E	48.1	13'	0.20	F	72.0	18'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.7	0'	0.00	B	11.4	0'	0.00	B	12.5	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.12	C	25.5	26'	0.15	C	32.5	26'	0.19	D	43.6	29'
		NB APPROACH		-	-	-	-	-	-	C	25.5	-	-	C	32.5	-	-	D	43.6	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.5	409'	0.85	A	7.4	#730	0.92	B	13.1	#1158
		NEB APPROACH		-	-	-	-	-	-	A	5.5	-	-	A	7.4	-	-	B	13.1	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.42	A	2.8	113'	0.51	A	2.7	169'	0.55	A	2.4	162'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.7	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**5.8**	**-**	**-**	**A**	**9.3**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.03	C	22.1	3'	0.05	D	32.2	3'	0.07	E	48.1	5'	0.11	F	72.1	8'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	9.3	0'	0.00	A	9.7	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.06	C	25.7	14'	0.07	C	32.7	14'	0.10	D	43.7	15'
		SEB APPROACH		-	-	-	-	-	-	C	25.7	-	-	C	32.7	-	-	D	43.7	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.77	A	5.3	389'	0.83	A	7.0	#733	0.91	B	12.5	#1180
		NEB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	7.0	-	-	B	12.5	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.44	A	2.8	104'	0.53	A	2.7	157'	0.57	A	2.4	165'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.7	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**8.8**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	21.2	8'	0.16	D	30.0	15'	0.23	E	42.7	20'	0.33	F	65.8	30'
	NYS ROUTE 208	SWB	LT	300	0.03	B	10.0	3'	0.03	B	10.9	3'	0.04	B	11.7	3'	0.05	B	13.0	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.25	C	27.2	32'	0.31	C	34.9	32'	0.47	E	56.6	40'
		NWB APPROACH		-	-	-	-	-	-	C	27.2	-	-	C	34.9	-	-	E	56.6	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.4	437'	0.85	A	7.6	#919	0.90	B	10.8	#1333
		NEB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	7.6	-	-	B	10.8	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.45	A	2.8	131'	0.54	A	2.7	203'	0.61	A	2.6	250'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.7	-	-	A	2.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**6.1**	**-**	**-**	**A**	**8.2**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.20	D	29.2	18'	0.34	F	52.0	33'	0.56	F	109.8	60'	0.90	F	251.8	90'
	MERRIEWOLD LANE	NWB	LTR	500+	0.19	E	37.0	18'	0.32	F	67.9	30'	0.52	F	132.6	50'	0.82	F	276.7	70'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	9.4	0'	0.01	A	9.8	0'
	NYS ROUTE 208	SWB	LTR	500+	0.05	B	10.1	3'	0.06	B	11.0	5'	0.06	B	11.9	5'	0.08	B	13.2	5'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.18	C	24.9	40'	0.24	C	34.4	39'	0.28	D	40.9	39'
		SEB APPROACH		-	-	-	-	-	-	C	24.9	-	-	C	34.4	-	-	D	40.9	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.12	C	24.5	38'	0.15	C	33.8	39'	0.18	D	40.1	39'
		NWB APPROACH		-	-	-	-	-	-	C	24.5	-	-	C	33.8	-	-	D	40.1	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.75	A	4.1	376'	0.82	A	6.9	#712	0.92	B	14.2	#1146
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	6.9	-	-	B	14.2	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.47	A	2.3	131'	0.58	A	2.8	237'	0.64	A	3.3	305'
		SWB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.8	-	-	A	3.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.2**	**-**	**-**	**A**	**6.1**	**-**	**-**	**B**	**10.7**	**-**

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	18.7	0'	0.02	C	24.2	3'	0.02	D	30.9	3'	0.03	E	41.1	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.8	0'	0.00	B	11.6	0'	0.01	B	12.7	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.37	F	67.8	35'	0.74	F	200.1	73'	0.93	F	293.1	85'	1.08	F	375.7	93'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.45	E	45.7	53'	0.81	F	128.7	108'	0.98	F	193.4	130'	1.10	F	243.5	143'
	NYS ROUTE 208	NB	LTR	275	0.03	A	8.5	3'	0.04	A	9.0	3'	0.04	A	9.2	3'	0.04	A	9.3	3'
	NYS ROUTE 208	SB	LTR	140	0.02	B	10.1	3'	0.02	B	11.0	3'	0.02	B	11.4	3'	0.03	B	11.6	3'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.15	C	29.3	41'	0.16	C	34.5	42'	0.16	C	34.5	42'
		EB APPROACH		-	-	-	-	-	-	C	29.3	-	-	C	34.5	-	-	C	34.5	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.36	C	30.9	58'	0.40	D	36.5	58'	0.40	D	36.5	58'
		WB APPROACH		-	-	-	-	-	-	C	30.9	-	-	D	36.5	-	-	D	36.5	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.83	A	7.0	631'	0.87	A	10.0	#973	0.87	A	10.0	#973
		NB APPROACH		-	-	-	-	-	-	A	7.0	-	-	A	10.0	-	-	A	10.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.48	A	3.0	165'	0.52	A	3.0	202'	0.52	A	3.0	202'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.9**	**-**	**-**	**A**	**8.8**	**-**	**-**	**A**	**8.8**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.06	C	23.8	5'	0.10	E	36.5	8'	0.10	E	39.2	8'	0.12	E	45.8	10'
	NYS ROUTE 208	SB	LT	120	0.00	B	11.0	0'	0.00	B	12.5	0'	0.00	B	12.4	0'	0.01	B	13.1	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.16	C	34.4	20'	0.16	C	34.9	20'	0.18	D	38.8	20'
		WB APPROACH		-	-	-	-	-	-	C	34.4	-	-	C	34.9	-	-	D	38.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.88	A	9.5	#923	0.88	A	9.3	#780	0.92	B	14.1	#1035
			R	150	-	-	-	-	0.01	A	1.3	2'	0.01	A	1.3	2'	0.01	A	1.2	2'
		NB APPROACH		-	-	-	-	-	-	A	9.4	-	-	A	9.2	-	-	B	14.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	16.6	1'	0.01	B	16.2	1'	0.01	C	22.0	1'
			T	500+	-	-	-	-	0.52	A	2.6	157'	0.58	A	2.8	191'	0.60	A	2.9	215'
		SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.9	-	-	A	2.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**6.8**	**-**	**-**	**A**	**9.8**	**-**
20/	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																		
21	SITE ACCESS DRIVEWAY	NWB	LR		**-**	-	-	-	**-**	-	-	-	0.20	D	32.1	18'	0.34	E	40.9	35'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.06	B	10.9	5'	0.09	B	11.3	8'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.61	C	27.3	127'	0.84	D	46.4	#266
			R		**-**	-	-	-	**-**	-	-	-	0.73	C	28.6	48'	0.68	C	34.7	55'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	C	27.9	-	-	D	41.5	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.91	B	19.7	#780	0.91	C	22.7	#772
			R		**-**	-	-	-	**-**	-	-	-	0.21	A	2..8	9'	0.33	A	3.0	10'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	16.3	-	-	B	17.1	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.15	B	13.0	14'	0.27	B	16.9	17'
			T		**-**	-	-	-	**-**	-	-	-	0.52	A	4.6	243'	0.52	A	5.4	208'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	5.0	-	-	A	6.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.5**	**-**	**-**	**B**	**18.1**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	-	D	25.5	-	-	F	54.2	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	13.3	-	-	B	14.4	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	6.2	-	-	A	7.1	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**12.9**	**-**	**-**	**C**	**18.9**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.02	A	8.0	0'	0.02	A	8.1	3'	0.02	A	8.1	3'	0.02	A	8.1	3'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	11.4	3'	0.05	B	12.3	5'	0.05	B	12.5	5'	0.06	B	12.7	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.6	54'	0.11	C	28.5	54'
				TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	49.1	#399	0.91	D	50.6	#400
			EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	D	46.9	-	-	D	48.3	-
		NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	36.8	#280	0.73	D	38.3	#298
				T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	34.3	325'	0.86	C	34.8	325'
				R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.3	17'	0.31	A	7.5	17'
			WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.8	-	-	C	30.7	-
		NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.8	35'	0.11	C	26.4	36'
				TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.41	F	233.0	#722	1.46	F	257.5	#740
			NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	219.0	-	-	F	241.8	-
		NYS ROUTE 208	SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.73	C	24.8	154'	0.73	C	25.4	154'
				TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.42	C	24.4	182'	0.45	C	25.3	194'
		NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.6	-	-	C	25.3	-
			OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**78.0**	**-**	**-**	**F**	**84.6**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.13	C	32.4	39'	0.13	C	33.4	39'	0.13	D	35.0	39'
				TR	140	-	-	-	-	0.90	D	42.2	350'	0.91	D	47.3	353'	0.92	D	52.3	356'
			EB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	45.8	-	-	D	50.4	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	E	55.5	#223	0.90	E	63.6	#255	0.94	E	75.8	#281
				T	220	-	-	-	-	0.86	C	35.0	341'	0.87	D	38.7	341'	0.88	D	42.5	341'
				R	95	-	-	-	-	0.35	A	9.8	40'	0.36	B	10.7	40'	0.36	B	11.3	38'
			WB APPROACH		-	-	-	-	-	-	D	36.8	-	-	D	41.7	-	-	D	48.2	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.08	B	19.3	33'	0.08	C	20.2	34'	0.09	C	21.3	0'
				TR	140	-	-	-	-	0.90	D	39.5	#534	0.92	D	45.9	#565	0.94	D	53.4	#594
			NB APPROACH		-	-	-	-	-	-	D	38.1	-	-	D	44.1	-	-	D	51.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.84	D	46.2	#200	0.91	E	65.3	#208	0.92	E	64.7	#201
				TR	125	-	-	-	-	0.32	B	19.8	164'	0.34	C	21.3	180'	0.35	C	22.2	191'
			SB APPROACH		-	-	-	-	-	-	C	32.7	-	-	D	41.9	-	-	D	41.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**43.1**	**-**	**-**	**D**	**48.1**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.26	D	28.9	25'	0.28	D	31.9	28'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.1	3'	0.02	A	9.2	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**																		
	CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.18	F	162.6	328'	1.28	F	200.1	365'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	49.2	227'	0.87	D	49.8	#232
		WB APPROACH		-	-	-	-	-	-	D	48.1	-	-	D	49.2	-	-	D	49.8	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.83	B	15.4	#791	0.87	B	17.7	#835
		NB APPROACH		-	-	-	-	-	-	B	12.8	-	-	B	15.4	-	-	B	17.7	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.30	A	5.2	135'	0.32	A	5.4	143'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	5.2	-	-	A	5.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**19.7**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**																		
	ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.29	C	24.9	30'	0.32	D	27.6	33'
	ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.12	C	20.9	10'	0.14	C	20.9	13'
	NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.3	5'	0.07	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.02	A	8.8	3'	0.03	A	8.9	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**																		
		SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.10	B	11.7	8'	0.12	B	11.8	10'
		NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.03	A	7.9	3'	0.04	A	8.0	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**																		
	MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	5.92	F	>1000	1115'	2.75	F	842.5	1073'
	NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.46	C	18.5	60'	0.61	C	24.6	98'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283	0.93	F	114.1	#283
			R	500+	-	-	-	-	0.52	E	59.4	48'	1.10	F	150.5	186'	1.00	F	104.5	323'
		WB APPROACH		-	-	-	-	-	-	F	92.2	-	-	F	136.4	-	-	F	107.6	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.79	B	15.1	1049'	0.94	C	34.4	#1359
			R	50	-	-	-	-	0.18	A	1.9	45'	0.19	A	2.3	45'	0.20	A	4.5	47'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.8	-	-	C	29.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.80	C	32.6	#234	0.93	F	81.7	#419
			T	500+	-	-	-	-	0.42	A	3.7	167'	0.47	A	4.1	203'	0.50	A	4.4	227'
		SB APPROACH		-	-	-	-	-	-	A	6.4	-	-	B	10.7	-	-	C	24.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**C**	**30.0**	**-**	**-**	**D**	**40.2**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	C	16.0	-	-	D	26.3	-
		NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	B	12.2	-	-	C	15.1	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.6	-	-	A	8.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**B**	**11.1**	**-**	**-**	**B**	**14.5**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**																		
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.90	D	53.3	#271	0.94	E	60.0	#290
		WB APPROACH		-	-	C	27.3	-	-	D	43.7	-	-	D	53.3	-	-	E	60.0	-
	NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.72	A	9.6	349'	0.75	B	10.6	379'
		NB APPROACH		-	-	A	4.8	-	-	A	8.4	-	-	A	9.6	-	-	B	10.6	-
	NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.49	F	690.0	#904	2.85	F	852.9	#979
		SB APPROACH		-	-	D	35.1	-	-	F	495.5	-	-	F	690.0	-	-	F	852.9	-
		OVERALL		**-**	**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**321.4**	**-**	**-**	**F**	**394.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#517	0.88	E	69.7	#559
		WB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.91	D	47.7	#1023	0.94	D	53.1	#1088
		NB APPROACH		-	-	-	-	-	-	D	41.6	-	-	D	47.7	-	-	D	53.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.83	D	48.4	m209	0.92	D	54.0	m#291
			T	500+	-	-	-	-	0.62	A	1.0	m525	0.64	A	0.7	m571	0.66	A	0.5	m576
		SB APPROACH		-	-	-	-	-	-	B	11.9	-	-	B	13.9	-	-	B	15.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**31.5**	**-**	**-**	**C**	**34.4**	**-**

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.12	C	21.1	31'	0.28	C	20.4	#103	0.28	C	20.4	#103	0.28	C	20.4	#103
		EB APPROACH		-	-	C	21.1	-	-	C	20.4	-	-	C	20.4	-	-	C	20.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.56	C	23.8	#195	0.83	D	36.4	#391	0.83	D	36.4	#391	0.83	D	36.4	#391
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.8	-	-	D	36.4	-	-	D	36.4	-	-	D	36.4	-
	NYS ROUTE 208	NB	LT	500+	0.37	A	7.1	177'	0.55	B	11.8	257'	0.66	B	13.8	319'	0.71	B	15.2	367'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	7.1	-	-	B	11.8	-	-	B	13.8	-	-	B	15.2	-
	NYS ROUTE 208	SB	LTR	450	0.51	A	8.4	288'	0.78	B	18.3	#627	0.92	C	29.8	#770	1.02	D	51.5	#650
		SB APPROACH		-	-	A	8.4	-	-	B	18.3	-	-	C	29.8	-	-	D	51.5	-
		OVERALL		**-**	**-**	**B**	**11.3**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**25.2**	**-**	**-**	**C**	**34.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.08	F	161.7	#292	1.08	F	161.7	#292	1.08	F	161.7	#292
		EB APPROACH		-	-	-	-	-	-	F	161.7	-	-	F	161.7	-	-	F	161.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.94	E	77.9	#543	0.94	E	77.9	#543	0.94	E	77.9	#543
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	77.9	-	-	E	77.9	-	-	E	77.9	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.17	C	25.1	m44	0.22	C	27.4	m39	0.29	C	30.8	m38
			T	500+	-	-	-	-	0.66	D	36.3	m552	0.77	D	39.0	m600	0.84	D	40.8	m625
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	D	35.4	-	-	D	38.1	-	-	D	40.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.43	C	28.2	m80	0.62	D	39.5	m#106	0.78	E	57.7	m#169
			TR	450	-	-	-	-	0.84	B	16.6	#863	0.91	C	23.4	#978	0.96	C	30.6	#1059
		SB APPROACH		-	-	-	-	-	-	B	18.4	-	-	C	26.1	-	-	D	35.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**50.9**	**-**	**-**	**D**	**54.5**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.66	E	70.6	138'	0.66	E	70.6	138'	0.66	E	70.6	138'
		EB	R	50	-	-	-	-	0.81	F	88.3	37'	0.81	F	88.3	37'	0.81	F	88.3	37'
		EB APPROACH		-	-	-	-	-	-	E	79.8	-	-	E	79.8	-	-	E	79.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.90	E	71.1	485'	0.90	E	71.1	485'	0.90	E	71.1	485'
			T	500+					0.05	D	45.2	38'	0.05	D	45.2	38'	0.05	D	45.2	38'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	69.8	-	-	E	69.8	-	-	E	69.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m44'	0.18	C	24.5	m39'	0.21	C	26.5	m38'
			T	500+	-	-	-	-	0.64	C	34.5	m544'	0.75	D	36.9	m591'	0.81	D	38.6	m624'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.5	-	-	D	36.0	-	-	D	37.7	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.40	C	26.2	m79'	0.58	D	35.7	m97'	0.72	D	48.9	m#133'
			TR	450	-	-	-	-	0.81	B	13.1	m#840'	0.88	B	18.2	m#954'	0.93	C	23.4	m#1035'
		SB APPROACH		-	-	-	-	-	-	B	15.2	-	-	C	21.1	-	-	C	27.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**40.1**	**-**	**-**	**D**	**42.8**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.53	F	55.8	65'	1.13	F	236.2	158'	2.11	F	725.2	230'	5.41	F	>1000	290'
	NYS ROUTE 208	NB	LT	500+	0.08	A	8.8	8'	0.11	A	9.5	10'	0.13	B	10.3	10'	0.14	B	10.8	13'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.41	C	20.8	33'	0.41	C	26.5	50'	0.43	D	35.5	50'
			R	50	-	-	-	-	0.61	C	22.6	50'	0.62	C	28.5	33'	0.63	D	37.8	33'
		SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	C	27.6	-	-	D	36.8	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.18	A	5.3	24'	0.20	A	6.3	26'	0.22	A	6.7	29'
			T	-	-	-	-	-	0.83	A	4.8	488'	0.87	A	5.5	#912	0.93	B	13.5	#1125
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	5.6	-	-	B	13.0	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.54	A	2.9	164'	0.61	A	3.0	247'	0.64	A	3.0	319'
		SB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**5.4**	**-**	**-**	**B**	**10.1**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	22.0	8'	0.15	D	32.5	13'	0.24	F	53.4	23'	0.39	F	98.6	35'
	NYS ROUTE 208	NEB	LT	500+	0.04	A	8.7	3'	0.05	A	9.2	3'	0.05	A	9.9	5'	0.06	B	10.3	5'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.24	C	29.0	26'	0.29	D	36.3	26'	0.37	D	47.9	29'
		SEB APPROACH		-	-	-	-	-	-	C	29.0	-	-	D	36.3	-	-	D	47.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.78	A	5.0	479'	0.84	A	7.1	#972	0.92	B	12.9	#1240
		NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	7.1	-	-	B	12.9	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.49	A	2.8	141'	0.58	A	2.8	208'	0.61	A	2.7	199'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.8	-	-	A	2.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**9.3**	**-**

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	1.62	F	374.7	365'	4.32	F	>1000	708'	4.89	F	>1000	728'	6.02	F	>1000	780'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.5	0'	0.01	A	9.8	0'	0.01	A	10.0	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.77	E	72.8	#369	0.77	E	72.8	#369	0.77	E	72.8	#369
		EB APPROACH		-	-	-	-	-	-	E	72.8	-	-	E	72.8	-	-	E	72.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.84	B	18.3	m338	0.84	B	18.3	m339	0.91	C	24.3	m#1509
		NB APPROACH		-	-	-	-	-	-	B	18.3	-	-	B	18.3	-	-	C	24.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.9	445'	0.65	B	12.1	539'	0.68	B	13.0	603'
		SB APPROACH		-	-	-	-	-	-	B	10.9	-	-	B	12.1	-	-	B	13.0	-
		OVERALL		-	-	-	-	-	-	**C**	**21.9**	-	-	**C**	**22.0**	-	-	**C**	**25.1**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.03	C	21.8	3'	0.06	E	37.2	5'	0.07	E	41.5	5'	0.08	F	50.1	8'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.4	0'	0.01	A	9.7	0'	0.01	A	9.9	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	D	36.2	14'	0.09	D	36.6	14'	0.11	D	43.5	16'
		EB APPROACH		-	-	-	-	-	-	D	36.2	-	-	D	36.6	-	-	D	43.5	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.88	A	9.5	#998	0.87	A	9.4	#996	0.91	B	11.9	#1160
		NB APPROACH		-	-	-	-	-	-	A	9.5	-	-	A	9.4	-	-	B	11.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.52	A	2.4	153'	0.57	A	2.6	183'	0.58	A	2.5	169'
		SB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.6	-	-	A	2.5	-
		OVERALL		-	-	-	-	-	-	**A**	**7.0**	-	-	**A**	**6.9**	-	-	**A**	**8.3**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.66	C	31.8	55'	0.68	C	32.0	57'	0.68	C	32.0	57'	0.68	C	32.0	57'
		EB APPROACH		-	-	C	31.8	-	-	C	32.0	-	-	C	32.0	-	-	C	32.0	-
	DUELK AVENUE	WB	LT	500+	0.57	C	32.5	64'	0.60	C	32.9	68'	0.60	C	32.9	68'	0.60	C	32.9	68'
			R	500+	0.21	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'
		WB APPROACH		-	-	C	31.6	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.76	B	12.6	#671	0.91	C	21.8	#865	1.02	D	43.5	#1011	1.16	F	91.7	#1193
		NEB APPROACH		-	-	B	12.6	-	-	C	21.8	-	-	D	43.5	-	-	F	91.7	-
	NYS ROUTE 208	SWB	LTR	375	0.42	A	6.6	229'	0.54	A	8.0	338'	0.68	B	10.3	#559	0.75	B	12.2	#667
		SWB APPROACH		-	-	A	6.6	-	-	A	8.0	-	-	B	10.3	-	-	B	12.2	-
		OVERALL		-	-	**B**	**12.5**	-	-	**B**	**18.0**	-	-	**C**	**30.5**	-	-	**E**	**58.7**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.78	E	68.4	107'	0.78	E	68.4	107'	0.78	E	68.4	107'
		EB APPROACH		-	-	-	-	-	-	E	68.4	-	-	E	68.4	-	-	E	68.4	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	72.3	122'	0.74	E	72.3	122'	0.74	E	72.3	122'
			R	500+	-	-	-	-	0.27	E	62.3	4'	0.27	E	62.3	4'	0.27	E	62.3	4'
		WB APPROACH		-	-	-	-	-	-	E	69.9	-	-	E	69.9	-	-	E	69.9	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.77	B	11.5	#1128	0.86	B	16.5	#1513	0.98	C	33.9	#1860
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	16.5	-	-	C	33.9	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.46	A	5.8	357'	0.57	A	7.0	526'	0.70	A	9.0	667'
		SB APPROACH		-	-	-	-	-	-	A	5.8	-	-	A	7.0	-	-	A	9.0	-
		OVERALL		-	-	-	-	-	-	**B**	**14.5**	-	-	**B**	**16.9**	-	-	**C**	**27.1**	-

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH		V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165		0.15	C	21.9	13'	0.24	D	34.0	23'	0.38	F	58.6	38'	0.56	F	108.7	60'
	NYS ROUTE 208	NEB	LT	395		0.03	A	8.4	3'	0.03	A	8.9	3'	0.04	A	9.5	3'	0.04	A	9.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165		-	-	-	-	0.30	C	23.8	36'	0.38	C	30.9	39'	0.46	D	39.6	39'
		SEB APPROACH		-		-	-	-	-	-	C	23.8	-	-	C	30.9	-	-	D	39.6	-
	NYS ROUTE 208	NEB	LT	395		-	-	-	-	0.72	A	4.9	363'	0.78	A	5.1	524'	0.86	A	8.2	#1027
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	5.1	-	-	A	8.2	-
	NYS ROUTE 208	SWB	TR	30		-	-	-	-	0.48	A	3.2	135'	0.56	A	3.0	193'	0.59	A	2.8	242'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.0	-	-	A	2.8	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**6.6**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360		0.07	C	20.2	5'	0.11	D	27.7	10'	0.15	E	38.3	13'	0.21	F	53.5	18'
	NYS ROUTE 208	SWB	LT	500+		0.00	A	9.5	0'	0.00	B	10.2	0'	0.01	B	10.8	0'	0.01	B	11.8	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360		-	-	-	-	0.14	C	22.0	24'	0.17	C	28.2	29'	0.21	D	35.7	29'
		NB APPROACH		-		-	-	-	-	-	C	22.0	-	-	C	28.2	-	-	D	35.7	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.75	A	5.1	325'	0.79	A	5.1	427'	0.86	A	8.0	#964
		NEB APPROACH		-		-	-	-	-	-	A	5.1	-	-	A	5.1	-	-	A	8.0	-
	NYS ROUTE 208	SWB	LT	35		-	-	-	-	0.45	A	3.2	128'	0.53	A	3.0	176'	0.56	A	2.8	221'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.0	-	-	A	2.8	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**6.2**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345		0.02	C	21.0	3'	0.03	D	29.8	10'	0.04	E	43.8	3'	0.06	F	63.2	5'
	NYS ROUTE 208	NEB	LT	500+		0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.4	0'	0.00	A	9.7	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360		-	-	-	-	0.04	C	21.8	9'	0.05	C	28.0	12'	0.06	D	35.2	12'
		SEB APPROACH		-		-	-	-	-	-	C	21.8	-	-	C	28.0	-	-	D	35.2	-
	NYS ROUTE 208	NEB	LT	500+		-	-	-	-	0.71	A	4.9	293'	0.76	A	5.0	390'	0.84	A	7.7	#953
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	5.0	-	-	A	7.7	-
	NYS ROUTE 208	SWB	TR	500+		-	-	-	-	0.47	A	3.2	113'	0.55	A	3.0	155'	0.58	A	2.8	194'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.0	-	-	A	2.8	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.3**	**-**	**-**	**A**	**4.2**	**-**	**-**	**A**	**5.8**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+		0.12	C	20.7	10'	0.18	D	28.9	15'	0.25	E	41.5	23'	0.36	F	63.6	35'
	NYS ROUTE 208	SWB	LT	300		0.03	A	9.6	3'	0.04	B	10.4	3'	0.04	B	11.1	3'	0.05	B	12.2	5'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360		-	-	-	-	0.26	C	23.3	31'	0.32	C	30.3	36'	0.39	D	38.4	36'
		NWB APPROACH		-		-	-	-	-	-	C	23.3	-	-	C	30.3	-	-	D	38.4	-
	NYS ROUTE 208	NEB	TR	500+		-	-	-	-	0.74	A	5.0	338'	0.78	A	5.1	458'	0.86	A	8.3	#988
		NEB APPROACH		-		-	-	-	-	-	A	5.0	-	-	A	5.1	-	-	A	8.3	-
	NYS ROUTE 208	SWB	LT	305		-	-	-	-	0.47	A	3.2	148'	0.56	A	3.1	223'	0.61	A	2.9	339'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.1	-	-	A	2.9	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**6.6**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+		0.10	D	25.6	8'	0.18	E	42.2	15'	0.28	F	71.5	25'	0.44	F	131.6	40'
	MERRIEWOLD LANE	NWB	LTR	500+		0.23	D	29.0	23'	0.38	E	49.9	40'	0.58	F	94.7	65'	0.87	F	200.1	95'
	NYS ROUTE 208	NEB	LTR	315		0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	9.3	0'	0.01	A	9.7	0'
	NYS ROUTE 208	SWB	LTR	500+		0.02	A	9.5	3'	0.02	B	10.3	3'	0.03	B	11.0	3'	0.03	B	12.0	3'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+		-	-	-	-	0.08	C	22.2	40'	0.10	C	28.5	29'	0.12	D	35.6	29'
		SEB APPROACH		-		-	-	-	-	-	C	22.2	-	-	C	28.5	-	-	D	35.6	-
	MERRIEWOLD LANE	NWB	LTR	500+		-	-	-	-	0.20	C	22.8	38'	0.25	C	29.4	53'	0.29	D	36.9	53'
		NWB APPROACH		-		-	-	-	-	-	C	22.8	-	-	C	29.4	-	-	D	36.9	-
	NYS ROUTE 208	NEB	LTR	315		-	-	-	-	0.71	A	4.9	376'	0.76	A	4.9	486'	0.84	A	7.9	#1000
		NEB APPROACH		-		-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	7.9	-
	NYS ROUTE 208	SWB	LTR	500+		-	-	-	-	0.46	A	3.2	131'	0.54	A	3.0	216'	0.59	A	2.9	272'
		SWB APPROACH		-		-	-	-	-	-	A	3.2	-	-	A	3.0	-	-	A	2.9	-
		OVERALL		**-**		**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**6.8**	**-**

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	17.9	0'	0.02	C	23.0	3'	0.03	D	29.7	3'	0.04	E	39.0	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.4	0'	0.00	B	10.1	0'	0.00	B	10.7	0'	0.00	B	11.7	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.23	E	45.9	20'	0.42	F	96.2	40'	0.51	F	127.1	50'	0.56	F	148.2	53'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.25	D	26.7	25'	0.40	E	44.7	43'	0.46	F	55.3	50'	0.50	F	63.8	58'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.3	3'	0.02	A	8.8	3'	0.03	A	8.9	3'	0.03	A	9.0	3'
	NYS ROUTE 208	SB	LTR	140	0.02	A	9.4	3'	0.03	B	10.1	3'	0.03	B	10.4	3'	0.03	B	10.6	3'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.10	C	20.6	35'	0.10	C	22.6	38'	0.11	C	24.0	40'
		EB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	22.6	-	-	C	24.0	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.24	C	21.3	44'	0.26	C	23.5	48'	0.27	C	25.0	50'
		WB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	23.5	-	-	C	25.0	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.71	A	5.0	356'	0.73	A	5.0	394'	0.74	A	5.0	423'
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.47	A	3.4	150'	0.49	A	3.3	162'	0.50	A	3.2	171'
		SB APPROACH		-	-	-	-	-	-	A	3.4	-	-	A	3.3	-	-	A	3.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	22.6	10'	0.21	E	36.0	20'	0.23	E	38.9	20'	0.27	E	47.1	25'
	NYS ROUTE 208	SB	LT	120	0.00	A	9.9	0'	0.00	B	11.1	0'	0.00	B	11.1	0'	0.00	B	11.6	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.30	C	30.6	36'	0.30	C	31.4	36'	0.34	D	35.8	36'
		WB APPROACH		-	-	-	-	-	-	C	30.6	-	-	C	31.4	-	-	D	35.8	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.82	A	6.1	482'	0.82	A	6.0	478'	0.86	A	7.9	#653
			R	150	-	-	-	-	0.00	A	1.5	1'	0.00	A	1.5	1'	0.00	A	1.3	1'
		NB APPROACH		-	-	-	-	-	-	A	6.1	-	-	A	6.0	-	-	A	7.9	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	12.1	1'	0.01	B	11.8	1'	0.01	B	14.3	1'
			T	500+	-	-	-	-	0.54	A	2.9	173'	0.60	A	3.2	210'	0.61	A	3.0	237'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.2	-	-	A	3.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**6.3**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.07	B	12.8	5'	0.11	B	13.7	10'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.03	A	8.3	3'	0.06	A	8.5	5'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.58	C	22.8	124'	0.77	C	27.6	193'
			R		**-**	-	-	-	**-**	-	-	-	0.69	C	23.7	47'	0.62	C	26.1	49'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	C	23.3	-	-	C	27.0	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.86	B	13.1	#648	0.88	B	18.0	#711
			R		**-**	-	-	-	**-**	-	-	-	0.22	A	3.1	9'	0.34	A	3.4	12'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	11.0	-	-	B	13.6	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.12	A	9.5	14'	0.22	B	12.5	22'
			T		**-**	-	-	-	**-**	-	-	-	0.53	A	4.7	232'	0.53	A	5.6	255'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	4.9	-	-	A	6.1	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.8**	**-**	**-**	**B**	**13.7**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	-	C	18.3	-	-	D	30.7	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	B	10.1	-	-	B	10.7	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	6.0	-	-	A	6.8	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**10.0**	**-**	**-**	**B**	**12.9**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.9	0'	0.02	A	8.1	0'	0.02	A	8.1	0'	0.02	A	8.1	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	12.1	3'	0.05	B	13.3	0'	0.05	B	13.6	5'	0.05	B	13.8	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.6	0'	0.01	B	12.6	0'	0.01	B	12.9	0'	0.01	B	13.1	0'

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	29.9	59'	0.12	C	29.9	59'
				TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.93	D	54.8	#486	0.94	E	56.4	#489
			EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	D	52.2	-	-	D	53.6	-
		NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.73	D	35.2	#248	0.74	D	36.5	#264
				T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.88	D	36.6	337'	0.88	D	37.5	337'
				R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.9	16'	0.27	A	7.0	16'
			WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	30.4	-	-	C	31.3	-
		NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.12	C	26.7	39'	0.13	C	27.2	40'
				TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.35	F	210.0	#672	1.39	F	230.4	#688
			NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	195.2	-	-	F	214.0	-
			SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	25.7	164'	0.75	C	26.2	164'
				TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.40	C	25.2	172'	0.43	C	26.0	183'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	25.4	-	-	C	26.1	-
			OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**71.7**	**-**	**-**	**E**	**77.0**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.15	C	33.4	42'	0.14	C	34.6	42'	0.14	D	35.1	42'
				TR	140	-	-	-	-	0.91	D	45.2	401'	0.92	D	50.8	#407	0.92	D	52.2	#413
			EB APPROACH		-	-	-	-	-	-	D	43.9	-	-	D	49.1	-	-	D	50.4	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	E	59.2	#222	0.90	E	68.2	#250	0.93	E	76.5	#271
				T	220	-	-	-	-	0.88	D	38.6	364'	0.89	D	43.3	364'	0.89	D	44.4	364'
				R	95	-	-	-	-	0.31	A	9.1	38'	0.31	B	10.1	38'	0.32	B	10.4	38'
			WB APPROACH		-	-	-	-	-	-	D	39.3	-	-	D	45.0	-	-	D	48.6	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.3	37'	0.10	C	22.3	38'	0.10	C	22.5	0'
				TR	140	-	-	-	-	0.90	D	42.9	#502	0.92	D	49.7	#532	0.93	D	52.6	#549
			NB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	47.5	-	-	D	50.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.86	D	48.6	#215	0.93	E	69.1	#223	0.96	E	78.7	#225
				TR	125	-	-	-	-	0.32	C	21.7	156'	0.34	C	23.3	172'	0.36	C	23.8	184'
			SB APPROACH		-	-	-	-	-	-	D	35.7	-	-	D	46.2	-	-	D	50.4	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**46.7**	**-**	**-**	**D**	**49.7**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.31	D	31.7	33'	0.34	D	34.7	35'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.8	3'	0.02	A	8.9	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**																		
	CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	1.05	F	111.8	273'	1.13	F	141.1	313'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.88	D	50.0	212'	0.88	D	50.8	217'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	50.0	-	-	D	50.8	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.65	A	9.4	319'	0.68	B	10.3	346'
		NB APPROACH		-	-	-	-	-	-	A	8.0	-	-	A	9.4	-	-	B	10.3	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.37	A	5.8	158'	0.39	A	6.0	165'
		SB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.8	-	-	A	6.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**15.2**	**-**	**-**	**B**	**15.8**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**																		
	ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.21	C	18.3	20'	0.23	C	19.5	23'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.08	B	13.5	5'	0.09	B	13.5	8'
	NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.3	5'	0.05	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.02	A	8.5	3'	0.03	A	8.6	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**																		
		SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.06	B	10.2	5'	0.07	B	10.2	5'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.02	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**																		
	MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.71	E	43.7	123'	1.20	F	170.5	330'
	NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.18	B	11.0	18'	0.28	B	12.2	28'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.15	D	54.4	63'	0.13	D	53.5	63'
			R	500+	-	-	-	-	0.45	E	60.8	34'	0.71	E	63.2	63'	0.86	E	78.5	142'
		WB APPROACH		-	-	-	-	-	-	E	61.9	-	-	E	61.7	-	-	E	75.3	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.65	B	11.5	452'	0.72	B	15.1	642'
			R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.5	6'	0.03	A	1.7	9'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	B	11.1	-	-	B	14.6	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.32	A	9.6	24'	0.52	B	15.7	33'
			T	500+	-	-	-	-	0.48	A	2.6	204'	0.60	A	6.7	262'	0.64	A	8.2	302'
		SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	7.1	-	-	A	9.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**B**	**13.8**	**-**	**-**	**B**	**18.8**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	B	10.0	-	-	B	13.4	-
		NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	7.1	-	-	A	8.0	-
		SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	6.6	-	-	A	7.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**7.1**	**-**	**-**	**A**	**8.2**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**																		
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.58	C	28.1	106'	0.60	C	29.0	111'
		WB APPROACH		-	-	C	28.2	-	-	C	27.7	-	-	C	28.1	-	-	C	29.0	-
	NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.54	A	5.1	236'	0.56	A	5.4	250'
		NB APPROACH		-	-	A	3.1	-	-	A	4.5	-	-	A	5.1	-	-	A	5.4	-
	NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.51	F	247.5	#847	1.66	F	313.8	#902
		SB APPROACH		-	-	B	16.2	-	-	F	139.9	-	-	F	247.5	-	-	F	313.8	-
		OVERALL		**-**	**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**F**	**121.1**	**-**	**-**	**F**	**153.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	239'	0.82	E	74.0	257'
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.0	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.72	C	32.4	660'	0.74	C	33.7	701'
		NB APPROACH		-	-	-	-	-	-	C	30.4	-	-	C	32.4	-	-	C	33.7	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.65	C	30.1	191'	0.71	C	32.6	m228
			T	500+	-	-	-	-	0.41	A	0.6	100'	0.44	A	0.5	146'	0.45	A	0.5	165'
		SB APPROACH		-	-	-	-	-	-	A	9.8	-	-	B	11.7	-	-	B	12.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**23.1**	**-**	**-**	**C**	**24.1**	**-**

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.1	21'	0.28	C	22.4	59'	0.28	C	22.4	59'	0.28	C	22.4	59'
		EB APPROACH		-	-	C	22.1	-	-	C	22.4	-	-	C	22.4	-	-	C	22.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.44	C	23.9	111'	0.53	C	23.7	153'	0.53	C	23.7	153'	0.53	C	23.7	153'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.9	-	-	C	23.7	-	-	C	23.7	-	-	C	23.7	-
	NYS ROUTE 208	NB	LT	500+	0.26	A	4.7	126'	0.37	A	6.3	177'	0.43	A	6.8	219'	0.46	A	7.2	244'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	4.7	-	-	A	6.3	-	-	A	6.8	-	-	A	7.2	-
	NYS ROUTE 208	SB	LTR	450	0.50	A	6.5	306'	0.62	A	9.4	#486	0.72	B	11.7	#610	0.78	B	13.5	#694
		SB APPROACH		-	-	A	6.5	-	-	A	9.4	-	-	B	11.7	-	-	B	13.5	-
		OVERALL		**-**	**-**	**A**	**8.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**12.5**	**-**	**-**	**B**	**13.3**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.85	E	73.1	152'	0.85	E	73.1	152'	0.85	E	73.1	152'
		EB APPROACH		-	-	-	-	-	-	E	73.1	-	-	E	73.1	-	-	E	73.1	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55	0.18	C	25.1	m51	0.24	C	28.0	m48
			T	500+	-	-	-	-	0.48	C	31.3	334'	0.57	C	33.3	416'	0.61	C	34.5	461'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	32.5	-	-	C	33.9	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m59	0.32	C	24.2	m76	0.39	C	26.1	m85
			TR	450	-	-	-	-	0.81	B	13.0	#821	0.90	B	19.7	#970	0.95	C	26.3	#1058
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	C	20.2	-	-	C	26.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**34.6**	**-**	**-**	**D**	**37.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.73	E	74.1	109'	0.73	E	74.1	109'	0.73	E	74.1	109'
		EB	R	50	-	-	-	-	0.72	E	75.1	0'	0.72	E	75.1	0'	0.72	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.6	-	-	E	74.6	-	-	E	74.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55'	0.18	C	25.1	m51'	0.24	C	28.0	m48'
			T	500+	-	-	-	-	0.48	C	31.3	324'	0.57	C	33.3	408'	0.61	C	34.5	455'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	32.5	-	-	C	33.9	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m58'	0.32	C	24.2	m76'	0.39	C	26.1	m84'
			TR	450	-	-	-	-	0.81	B	13.0	374'	0.90	B	19.7	#907	0.95	C	26.3	#996
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	C	20.2	-	-	C	26.2	-
		OVERALL		**-**	-	-	-	-	**-**	**C**	**32.2**	**-**	**-**	**C**	**34.7**	**-**	**-**	**D**	**37.7**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	C	16.7	18'	0.24	C	19.4	23'	0.38	D	31.5	40'	0.48	E	44.8	58'
	NYS ROUTE 208	NB	LT	500+	0.03	A	8.8	3'	0.04	A	9.2	3'	0.04	A	10.0	3'	0.05	B	10.5	5'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.08	B	12.3	26'	0.08	B	16.5	35'	0.08	C	20.0	39'
			R	50	-	-	-	-	0.82	B	19.3	11'	0.80	C	22.8	15'	0.78	C	26.2	18'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	22.2	-	-	C	25.5	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.07	A	6.7	10'	0.08	A	8.1	9'	0.09	A	9.1	10'
			T	-	-	-	-	-	0.67	A	4.2	173'	0.77	A	4.5	310'	0.81	A	4.7	435'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.6	-	-	A	4.8	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.2	169'	0.73	A	4.2	273'	0.76	A	4.2	356'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
		OVERALL		**-**	-	-	-	-	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.3**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.07	C	16.3	5'	0.08	C	18.4	8'	0.13	D	27.8	13'	0.18	E	36.6	15'
	NYS ROUTE 208	NEB	LT	500+	0.02	A	8.8	3'	0.02	A	9.1	3'	0.03	A	9.8	3'	0.03	B	10.3	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.14	B	15.6	17'	0.19	C	23.8	22'	0.23	C	29.3	26'
		SEB APPROACH		-	-	-	-	-	-	B	15.6	-	-	C	23.8	-	-	C	29.3	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.56	A	4.6	167'	0.66	A	4.2	280'	0.71	A	4.2	362'
		NEB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.2	-	-	A	4.2	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.59	A	4.6	156'	0.65	A	4.0	237'	0.69	A	3.9	288'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.0	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.3**	**-**

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.55	E	48.0	73'	0.80	F	97.6	120'	1.11	F	209.1	173'	1.32	F	304.2	200'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.0	0'	0.01	A	9.4	0'	0.01	A	9.8	0'	0.01	B	10.0	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.30	D	53.4	143'	0.30	D	53.4	143'	0.30	D	53.4	143'
		EB APPROACH		-	-	-	-	-	-	D	53.4	-	-	D	53.4	-	-	D	53.4	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.50	A	8.6	110'	0.59	A	9.9	128'	0.63	B	10.8	137'
		NB APPROACH		-	-	-	-	-	-	A	8.6	-	-	A	9.9	-	-	B	10.8	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.58	B	11.1	442'	0.65	B	12.7	556'	0.69	B	13.7	628'
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.7	-	-	B	13.7	-
		OVERALL		-	-	-	-	-	-	**B**	**12.8**	-	-	**B**	**13.8**	-	-	**B**	**14.5**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.06	C	23.7	5'	0.08	D	30.4	8'	0.11	E	41.0	10'	0.13	E	48.3	10'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.01	A	9.6	0'	0.01	B	10.1	0'	0.01	B	10.3	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	B	18.9	13'	0.10	C	23.7	16'	0.11	C	26.5	17'
		EB APPROACH		-	-	-	-	-	-	B	18.9	-	-	C	23.7	-	-	C	26.5	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.62	A	4.5	208'	0.68	A	4.4	273'	0.70	A	4.4	317'
		NB APPROACH		-	-	-	-	-	-	A	4.5	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.6	211'	0.69	A	4.3	260'	0.71	A	4.2	291'
		SB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.3	-	-	A	4.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.5**	-	-	**A**	**4.4**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.62	C	31.7	46'	0.64	C	31.9	49'	0.64	C	31.9	49'	0.64	C	31.9	49'
		EB APPROACH		-	-	C	31.7	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	DUELK AVENUE	WB	LT	500+	0.59	C	32.4	68'	0.62	C	33.0	72'	0.62	C	33.0	72'	0.62	C	33.0	72'
			R	500+	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.53	A	7.7	317'	0.60	A	8.9	#408	0.80	B	14.2	#723	0.90	C	21.0	#859
		NEB APPROACH		-	-	A	7.7	-	-	A	8.9	-	-	B	14.2	-	-	C	21.0	-
	NYS ROUTE 208	SWB	LTR	375	0.48	A	7.0	271'	0.54	A	8.0	339'	0.71	B	11.0	#613	0.80	B	13.8	#730
		SWB APPROACH		-	-	A	7.0	-	-	A	8.0	-	-	B	11.0	-	-	B	13.8	-
		OVERALL		-	-	**B**	**10.0**	-	-	**B**	**10.9**	-	-	**B**	**14.2**	-	-	**B**	**18.6**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.12	C	16.7	10'	0.15	C	19.6	13'	0.26	D	33.6	25'	0.35	E	48.6	35'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.7	3'	0.04	A	8.9	3'	0.05	A	9.7	3'	0.05	B	10.2	5'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.23	B	14.8	23'	0.33	C	23.0	31'	0.39	C	29.0	38'
		SEB APPROACH		-	-	-	-	-	-	B	14.8	-	-	C	23.0	-	-	C	29.0	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.56	A	4.7	165'	0.66	A	4.4	291'	0.71	A	4.3	378'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.4	-	-	A	4.3	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.57	A	4.7	145'	0.63	A	4.1	229'	0.67	A	3.9	277'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.1	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	-	**A**	**5.1**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	17.9	3'	0.06	C	20.8	5'	0.09	D	33.2	8'	0.13	E	43.8	10'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	9.7	0'	0.00	B	10.2	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.06	B	13.4	12'	0.09	C	20.4	17'	0.11	C	25.4	21'
		NB APPROACH		-	-	-	-	-	-	B	13.4	-	-	C	20.4	-	-	C	25.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.9	141'	0.67	A	4.5	238'	0.71	A	4.4	314'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.5	-	-	A	4.4	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.52	A	4.7	135'	0.60	A	4.1	209'	0.64	A	3.9	263'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.1	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.4**	-	-	**A**	**4.3**	-
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.02	C	18.2	0'	0.02	C	21.4	3'	0.04	E	35.8	3'	0.05	E	49.6	5'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.6	0'	0.01	A	8.8	0'	0.01	A	9.6	0'	0.01	B	10.1	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.03	B	13.8	6'	0.04	C	21.3	8'	0.04	C	26.7	10'
		SEB APPROACH		-	-	-	-	-	-	B	13.8	-	-	C	21.3	-	-	C	26.7	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.54	A	4.7	142'	0.65	A	4.3	239'	0.70	A	4.3	311'
		NEB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.3	-	-	A	4.3	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.58	A	4.8	135'	0.64	A	4.1	206'	0.67	A	3.9	252'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.1	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	-	**A**	**4.8**	-	-	**A**	**4.3**	-	-	**A**	**4.1**	-
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.09	C	15.7	8'	0.11	C	18.1	10'	0.18	D	28.8	18'	0.24	E	38.8	23'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.7	3'	0.02	A	8.9	3'	0.03	A	9.9	3'	0.03	B	10.5	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.18	B	14.5	20'	0.26	C	22.8	27'	0.31	C	28.7	32'
		NWB APPROACH		-	-	-	-	-	-	B	14.5	-	-	C	22.8	-	-	C	28.7	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.59	A	4.8	151'	0.67	A	4.4	265'	0.72	A	4.3	358'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.4	-	-	A	4.3	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.54	A	4.7	157'	0.62	A	4.1	254'	0.67	A	3.9	325'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.1	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**4.6**	-	-	**A**	**4.5**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.08	C	23.5	8'	0.11	D	29.6	10'	0.22	F	60.6	20'	0.32	F	98.9	28'
	MERRIEWOLD LANE	NWB	LTR	500+	0.09	C	19.6	8'	0.12	C	23.3	10'	0.22	E	42.3	20'	0.31	F	64.1	30'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.5	0'	0.01	A	8.8	0'	0.01	A	9.6	0'	0.01	B	10.0	0'
	NYS ROUTE 208	SWB	LTR	500+	0.01	A	8.6	0'	0.01	A	8.8	0'	0.01	A	9.7	0'	0.01	B	10.3	0'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.05	B	13.7	14'	0.07	C	21.0	20'	0.08	C	26.1	24'
		SEB APPROACH		-	-	-	-	-	-	B	13.7	-	-	C	21.0	-	-	C	26.1	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.08	B	13.8	18'	0.11	C	21.2	25'	0.14	C	26.4	30'
		NWB APPROACH		-	-	-	-	-	-	B	13.8	-	-	C	21.2	-	-	C	26.4	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.54	A	4.8	148'	0.64	A	4.3	253'	0.69	A	4.3	341'
		NEB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.3	-	-	A	4.3	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.53	A	4.7	143'	0.61	A	4.1	225'	0.65	A	3.9	286'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.1	-	-	A	3.9	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.01	C	16.8	0'	0.02	C	24.5	3'	0.03	D	30.6	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	9.7	0'	0.00	B	10.3	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	31.5	15'	0.22	E	42.5	20'	0.26	F	51.5	25'	0.29	F	57.6	28'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.14	C	20.7	13'	0.18	D	25.5	15'	0.20	D	29.2	18'	0.22	D	31.7	20'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.6	3'	0.02	A	8.8	3'	0.02	A	9.0	3'	0.02	A	9.0	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.6	0'	0.02	A	8.9	0'	0.02	A	9.1	3'	0.02	A	9.2	3'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.07	B	13.5	22'	0.08	B	14.9	23'	0.08	B	15.6	24'
		EB APPROACH		-	-	-	-	-	-	B	13.5	-	-	B	14.9	-	-	B	15.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.11	B	13.7	23'	0.12	B	15.0	25'	0.12	B	15.8	25'
		WB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	15.0	-	-	B	15.8	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.55	A	4.9	159'	0.58	A	4.8	182'	0.59	A	4.7	195'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.7	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.55	A	4.8	150'	0.56	A	4.7	167'	0.57	A	4.6	176'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.7	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**5.3**	-	-	**A**	**5.2**	-	-	**A**	**5.1**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.01	C	15.3	0'	0.01	C	17.7	0'	0.02	C	21.0	3'	0.02	C	23.2	3'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.6	0'	0.00	A	9.0	0'	0.00	A	9.4	0'	0.00	A	9.6	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.02	B	14.6	6'	0.03	B	17.8	7'	0.03	B	19.9	7'
		WB APPROACH		-	-	-	-	-	-	B	14.6	-	-	B	17.8	-	-	B	19.9	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.61	A	4.8	146'	0.65	A	4.7	187'	0.68	A	4.6	214'
			R	150	-	-	-	-	0.00	A	2.7	1'	0.00	A	2.3	1'	0.00	A	2.1	1'
		NB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.7	-	-	A	4.6	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	6.9	2'	0.00	A	7.3	1'	0.00	A	7.6	1'
			T	500+	-	-	-	-	0.63	A	4.9	156'	0.65	A	4.7	190'	0.67	A	4.5	211'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.7	-	-	A	4.5	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.7**	-	-	**A**	**4.6**	-
20/	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																		
21	SITE ACCESS DRIVEWAY	NWB	LR		-	-	-	-	-	-	-	-	0.07	B	11.1	5'	0.10	B	11.7	8'
		SWB	LT		-	-	-	-	-	-	-	-	0.03	A	7.9	3'	0.04	A	8.0	3'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.75	C	22.0	19'	0.85	C	30.6	24'
			R		-	-	-	-	-	-	-	-	0.11	B	18.3	164'	0.13	C	20.1	#283
		WB APPROACH			-	-	-	-	-	-	-	-	-	C	21.6	-	-	C	29.4	-
		NB	T		-	-	-	-	-	-	-	-	0.80	B	11.1	418'	0.83	B	16.3	443'
			R		-	-	-	-	-	-	-	-	0.22	A	3.3	8'	0.32	A	3.3	9'
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	9.3	-	-	B	12.2	-
		SB	L		-	-	-	-	-	-	-	-	0.11	A	8.5	14'	0.20	B	11.6	20'
			T		-	-	-	-	-	-	-	-	0.61	A	5.7	303'	0.64	A	7.9	277'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	5.8	-	-	A	8.1	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**9.5**	-	-	**B**	**13.6**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	B	11.9	-	-	C	19.0	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	8.2	-	-	A	8.6	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	6.8	-	-	A	8.1	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**8.1**	-	-	**B**	**10.1**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.7	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.03	B	10.4	3'	0.03	B	10.6	3'	0.03	B	10.8	3'	0.04	B	10.9	3'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.8	0'	0.00	B	12.2	0'	0.00	B	12.5	0'	0.00	B	12.7	0'

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.05	C	25.9	35'	0.05	C	25.8	35'
			TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.91	D	48.4	#376	0.91	D	49.3	#378
		EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	D	46.9	-	-	D	47.8	-
	NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.73	D	39.4	#351	0.74	D	40.2	#364
			T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.82	D	36.1	278'	0.82	D	36.5	278'
			R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.6	17'	0.36	A	8.7	17'
		WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.3	-	-	C	31.9	-
	NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.11	C	26.0	41'	0.12	C	26.4	42'
			TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.17	F	136.5	#590	1.22	F	156.0	#612
		NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	126.0	-	-	F	143.4	-
		SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.74	C	25.3	155'	0.74	C	25.6	155'
			TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.31	C	24.2	143'	0.33	C	24.8	151'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	24.8	-	-	C	25.2	-
		OVERALL		-	-	**C**	**32.7**	-	-	**D**	**43.2**	-	-	**D**	**54.8**	-	-	**E**	**59.7**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.06	C	26.9	26'	0.06	C	28.8	26'	0.06	C	29.8	26'
			TR	140	-	-	-	-	0.90	D	44.9	#401	0.91	D	51.2	#407	0.92	D	54.9	#408
		EB APPROACH		-	-	-	-	-	-	D	43.7	-	-	D	49.7	-	-	D	53.3	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	D	43.0	206'	0.89	D	49.9	#230	0.90	D	53.9	#253
			T	220	-	-	-	-	0.81	C	34.7	292'	0.83	D	37.7	25'	0.84	D	39.4	292'
			R	95	-	-	-	-	0.37	A	8.6	25'	0.38	A	9.6	292'	0.38	B	10.3	25'
		WB APPROACH		-	-	-	-	-	-	C	32.0	-	-	D	36.2	-	-	D	38.8	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.8		0.10	C	22.7	41'	0.10	C	23.1	42'
			TR	140	-	-	-	-	0.89	D	39.2	#452	0.90	D	45.9	#492	0.91	D	50.1	#514
		NB APPROACH		-	-	-	-	-	-	D	37.6	-	-	D	43.7	-	-	D	47.5	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.67	C	23.2	148'	0.70	C	26.4	148'	0.73	C	28.7	#152
			TR	125	-	-	-	-	0.25	C	20.1	129'	0.26	C	21.3	142'	0.28	C	22.1	151'
		SB APPROACH		-	-	-	-	-	-	C	21.9	-	-	C	24.1	-	-	C	25.6	-
		OVERALL		-	-	-	-	-	-	**C**	**33.7**	-	-	**D**	**38.3**	-	-	**D**	**41.1**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.21	C	18.0	20'	0.22	C	18.9	20'
	NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	1.01	F	100.3	258'	1.08	F	122.9	290'
	NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.0	0'	0.00	A	9.1	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	49.7	211'	0.88	D	50.4	216'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	49.7	-	-	D	50.4	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.55	A	7.7	319'	0.58	A	8.2	344'
		NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.7	-	-	A	8.2	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.40	A	6.0	233'	0.41	A	6.2	244'
		SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	6.0	-	-	A	6.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**14.4**	**-**	**-**	**B**	**14.8**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.26	C	16.0	25'	0.27	C	16.7	28'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.08	B	14.2	8'	0.09	B	14.1	8'
	NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.4	5'	0.06	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.02	A	8.1	0'	0.02	A	8.1	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.07	B	10.6	5'	0.08	B	10.7	8'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	3'	0.03	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	2.23	F	619.4	705'	5.09	F	>1000	1095'
	NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.29	B	12.2	30'	0.39	B	13.7	45'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.58	E	58.9	193'	0.53	E	57.5	193'
			R	500+	-	-	-	-	0.48	E	55.2	46'	0.67	E	57.7	61'	0.76	E	62.3	106'
		WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	58.2	-	-	E	60.6	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.54	B	10.8	465'	0.60	B	13.6	549'
			R	50	-	-	-	-	0.17	A	1.9	17'	0.18	A	2.3	26'	0.18	A	2.6	30'
		NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	8.7	-	-	B	11.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.47	A	8.8	60'	0.63	B	13.9	75'
			T	500+	-	-	-	-	0.49	A	4.3	320'	0.57	A	6.7	380'	0.61	A	8.1	431'
		SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	7.1	-	-	A	9.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**15.1**	**-**	**-**	**B**	**18.0**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	8.1	-	-	A	9.6	-
		NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	8.0	-	-	A	9.1	-
		SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.9	-	-	A	8.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**8.0**	**-**	**-**	**A**	**9.0**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.65	C	29.9	129'	0.67	C	30.8	135'
		WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.9	-	-	C	30.8	-
	NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.56	A	5.7	243'	0.58	A	6.0	257'
		NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.7	-	-	A	6.0	-
	NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.84	F	397.2	#993	2.00	F	466.3	#819
		SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	397.2	-	-	F	466.3	-
		OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**201.7**	**-**	**-**	**F**	**236.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	275'	0.84	E	72.1	#304
		WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-	-	E	72.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.73	C	32.9	684'	0.75	C	34.0	719'
		NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	32.9	-	-	C	34.0	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.77	C	32.9	m230	0.82	C	34.8	m255
			T	500+	-	-	-	-	0.46	A	0.5	242'	0.48	A	0.3	m246	0.50	A	0.2	m245
		SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.9	-	-	B	13.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**24.1**	**-**	**-**	**C**	**24.8**	**-**

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.02	C	21.2	0'	0.17	B	19.9	53'	0.17	B	19.9	53'	0.17	B	19.9	53'
		EB APPROACH		-	-	C	21.2	-	-	B	19.9	-	-	B	19.9	-	-	B	19.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.49	C	24.0	131'	0.67	C	25.7	#309	0.67	C	25.7	#309	0.67	C	25.7	#309
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.0	-	-	C	25.7	-	-	C	25.7	-	-	C	25.7	-
	NYS ROUTE 208	NB	LT	500+	0.24	A	5.0	112'	0.41	A	9.2	168'	0.49	B	10.1	203'	0.53	B	10.6	225'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	5.0	-	-	A	9.2	-	-	B	10.1	-	-	B	10.6	-
	NYS ROUTE 208	SB	LTR	450	0.58	A	8.1	#450	0.81	B	19.0	#639	0.91	C	27.1	#779	0.98	D	38.1	#857
		SB APPROACH		-	-	A	8.1	-	-	B	19.0	-	-	C	27.1	-	-	D	38.1	-
		OVERALL		**-**	**-**	**A**	**9.9**	**-**	**-**	**B**	**18.0**	**-**	**-**	**C**	**22.1**	**-**	**-**	**C**	**27.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.83	E	77.6	133'	0.83	E	77.6	133'	0.83	E	77.6	133'
		EB APPROACH		-	-	-	-	-	-	E	77.6	-	-	E	77.6	-	-	E	77.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	437'	0.93	E	78.1	437'	0.93	E	78.1	437'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55	0.43	D	36.4	m51	0.56	D	39.7	m49
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.52	C	32.1	386'	0.57	C	33.0	426'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	32.5	-	-	C	33.7	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94	0.40	C	27.6	m109	0.46	C	30.5	m115
			TR	450	-	-	-	-	0.91	C	20.9	#995	0.99	D	35.9	#1143	1.04	F	48.5	#1225
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	34.6	-	-	D	45.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**44.2**	**-**	**-**	**D**	**49.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.69	E	74.4	98'	0.69	E	74.4	98'	0.69	E	74.4	98'
		EB	R	50	-	-	-	-	0.67	E	75.1	0'	0.67	E	75.1	0'	0.67	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.8	-	-	E	74.8	-	-	E	74.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	422'	0.93	E	78.1	422'	0.93	E	78.1	422'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55'	0.43	D	36.4	m51'	0.56	D	39.7	m51'
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.52	C	32.1	386'	0.57	C	33.0	386'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	32.5	-	-	C	33.7	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94'	0.40	C	27.6	m109'	0.46	C	30.5	m109'
			TR	450	-	-	-	-	0.91	C	20.9	#995'	0.99	D	35.9	#1143'	1.04	F	48.5	#1143'
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	34.6	-	-	D	45.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.7**	**-**	**-**	**D**	**44.1**	**-**	**-**	**D**	**49.6**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.38	D	30.3	43'	0.61	F	59.4	80'	1.04	F	193.1	153'	1.50	F	401.9	203'
	NYS ROUTE 208	NB	LT	500+	0.06	A	9.2	5'	0.08	A	9.9	5'	0.09	B	10.8	8'	0.10	B	11.4	8'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.38	B	15.8	27'	0.38	C	20.9	34'	0.39	C	25.1	35'
			R	50	-	-	-	-	0.61	B	17.7	36'	0.62	C	22.9	49'	0.63	C	27.2	50'
		SEB APPROACH		-	-	-	-	-	-	B	16.9	-	-	C	22.1	-	-	C	26.3	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.14	A	8.0	18'	0.17	A	9.9	19'	0.19	B	11.7	22'
			T	-	-	-	-	-	0.55	A	3.5	149'	0.64	A	3.5	245'	0.69	A	3.5	329'
		NB APPROACH		-	-	-	-	-	-	A	3.8	-	-	A	3.9	-	-	A	4.0	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.71	A	4.2	242'	0.77	A	4.3	381'	0.80	A	4.4	516'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.3	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**5.1**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	17.5	8'	0.13	C	22.7	10'	0.20	D	34.0	18'	0.26	E	45.7	25'
	NYS ROUTE 208	NEB	LT	500+	0.01	A	9.0	0'	0.02	A	9.6	3'	0.02	B	10.4	3'	0.02	B	10.9	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.19	B	18.6	22'	0.26	C	26.6	27'	0.30	C	31.9	31'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	26.6	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.52	A	3.9	155'	0.61	A	3.6	243'	0.66	A	3.6	304'
		NEB APPROACH		-	-	-	-	-	-	A	3.9	-	-	A	3.6	-	-	A	3.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.66	A	4.7	218'	0.72	A	4.4	328'	0.76	A	4.7	401'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.4	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.4**	**-**	**-**	**A**	**4.6**	**-**

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		0.97	F	118.2	183'	2.25	F	667.3	483'	3.09	F	>1000	550'	3.73	F	>1000	583'
	NYS ROUTE 208	NB	LT	500+		0.01	A	9.3	0'	0.01	B	10.0	0'	0.01	B	10.4	0'	0.01	B	10.7	0'
	WITH SIGNALIZATION																				
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		-	-	-	-	0.51	D	53.8	272'	0.51	D	53.8	272'	0.51	D	53.8	272'
		EB APPROACH			-	-	-	-	-	-	D	53.8	-	-	D	53.8	-	-	D	53.8	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.54	B	11.6	145'	0.62	B	13.2	166'	0.67	B	14.4	178'
		NB APPROACH			-	-	-	-	-	-	B	11.6	-	-	B	13.2	-	-	B	14.4	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.72	B	17.6	730'	0.79	C	20.6	903'	0.83	C	22.9	1027'
		SB APPROACH			-	-	-	-	-	-	B	17.6	-	-	C	20.6	-	-	C	22.9	-
		OVERALL			-	-	-	-	-	-	**B**	**19.5**	-	-	**C**	**21.2**	-	-	**C**	**22.6**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																			
	FAIRWAY DRIVE	EB	LR	315		0.04	C	17.7	3'	0.05	C	23.9	5'	0.06	D	28.7	5'	0.07	D	32.4	5'
	NYS ROUTE 208	NB	LT	500+		0.01	A	9.2	0'	0.02	A	9.8	0'	0.02	B	10.3	3'	0.02	B	10.5	3'
	W/ SIGNALIZATION																				
	FAIRWAY DRIVE	EB	LR	315		-	-	-	-	0.08	C	21.1	12'	0.09	C	25.0	14'	0.10	C	27.5	15'
		EB APPROACH			-	-	-	-	-	-	C	21.1	-	-	C	25.0	-	-	C	27.5	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.64	A	4.4	225'	0.69	A	4.3	283'	0.71	A	4.4	317'
		NB APPROACH			-	-	-	-	-	-	A	4.4	-	-	A	4.3	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.70	A	4.7	242'	0.73	A	4.6	296'	0.75	A	4.6	325'
		SB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.6	-	-	A	4.6	-
		OVERALL			-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																			
	DUELK AVENUE	EB	LTR	100		0.77	C	33.3	59'	0.77	C	33.1	61'	0.77	C	33.1	61'	0.77	C	33.1	61'
		EB APPROACH			-	-	C	33.3	-	-	C	33.1	-	-	C	33.1	-	-	C	33.1	-
	DUELK AVENUE	WB	LT	500+		0.60	C	33.2	69'	0.63	C	33.9	73'	0.63	C	33.9	73'	0.63	C	33.9	73'
			R	500+		0.23	C	29.0	0'	0.24	C	29.2	0'	0.24	C	29.2	0'	0.24	C	29.2	0'
		WB APPROACH			-	-	C	32.1	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	NYS ROUTE 208	NEB	LTR	500+		0.49	A	7.6	278'	0.60	A	9.3	#418	0.77	B	13.3	#680	0.87	B	18.9	#808
		NEB APPROACH			-	-	A	7.6	-	-	A	9.3	-	-	B	13.3	-	-	B	18.9	-
	NYS ROUTE 208	SWB	LTR	375		0.52	A	8.0	311'	0.64	B	10.1	#520	0.79	B	14.0	#717	0.87	B	18.4	#830
		SWB APPROACH			-	-	A	8.0	-	-	B	10.1	-	-	B	14.0	-	-	B	18.4	-
		OVERALL			-	-	**B**	**11.1**	-	-	**B**	**12.5**	-	-	**B**	**15.5**	-	-	**B**	**19.9**	-
	WITH TIMING IMPROVEMENTS																				
	DUELK AVENUE	EB	LTR	100		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.13	C	17.3	10'	0.19	C	23.4	18'	0.30	E	38.7	30'	0.40	F	56.6	43'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.9	3'	0.04	A	9.4	3'	0.04	B	10.2	3'	0.05	B	10.8	3'
	W/ SIGNALIZATION																			
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.27	B	17.6	25'	0.36	C	25.6	32'	0.43	C	31.6	39'
		SEB APPROACH		-	-	-	-	-	-	B	17.6	-	-	C	25.6	-	-	C	31.6	-
	NYS ROUTE 208	NEB		395	-	-	-	-	0.53	A	4.1	162'	0.62	A	3.9	267'	0.68	A	3.8	347'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	3.9	-	-	A	3.8	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.64	A	4.8	205'	0.70	A	4.4	313'	0.74	A	4.3	383'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.4	-	-	A	4.3	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																		
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.05	C	16.2	3'	0.07	C	20.9	5'	0.11	D	31.3	10'	0.15	E	40.6	13'
	NYS ROUTE 208	SWB	LT	500+	0.01	A	8.5	0'	0.01	A	8.9	0'	0.01	A	9.6	0'	0.01	B	10.1	0'
	W/ SIGNALIZATION																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.10	B	16.2	16'	0.13	C	23.3	21'	0.16	C	28.3	25'
		NB APPROACH		-	-	-	-	-	-	B	16.2	-	-	C	23.3	-	-	C	28.3	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.54	A	4.2	138'	0.63	A	3.9	224'	0.68	A	3.9	286'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	3.9	-	-	A	3.9	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.60	A	4.7	192'	0.67	A	4.3	291'	0.71	A	4.3	362'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.3	-	-	A	4.3	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.3**	-	-	**A**	**4.3**	-
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																		
	RED BIRD DRIVE	SEB	LR	345	0.01	C	17.7	0'	0.01	C	23.1	0'	0.02	E	35.0	3'	0.02	E	45.9	3'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.7	0'	0.00	A	9.2	0'	0.00	A	9.9	0'	0.00	B	10.4	0'
	W/ SIGNALIZATION																			
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.02	B	15.0	5'	0.02	C	21.2	5'	0.03	C	25.7	6'
		SEB APPROACH		-	-	-	-	-	-	B	15.0	-	-	C	21.2	-	-	C	25.7	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.50	A	4.2	122'	0.59	A	3.9	191'	0.64	A	3.9	242'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	3.9	-	-	A	3.9	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.63	A	4.9	165'	0.68	A	4.5	241'	0.72	A	4.3	294'
		SWB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.5	-	-	A	4.3	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.2**	-	-	**A**	**4.1**	-
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																		
	MANGIN ROAD	NWB	LR	500+	0.10	C	15.8	8'	0.15	C	20.1	13'	0.23	D	30.9	20'	0.30	E	42.4	30'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.4	3'	0.02	A	8.8	3'	0.02	A	9.5	3'	0.03	B	10.0	3'
	W/ SIGNALIZATION																			
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.23	B	16.3	26'	0.31	C	23.4	33'	0.37	C	28.7	40'
		NWB APPROACH		-	-	-	-	-	-	B	16.3	-	-	C	23.4	-	-	C	28.7	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.52	A	4.2	136'	0.60	A	3.9	217'	0.65	A	3.8	278'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	3.9	-	-	A	3.8	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.60	A	4.8	198'	0.67	A	4.4	304'	0.71	A	4.3	381'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.4	-	-	A	4.3	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																		
	MERRIEWOLD LANE	SEB	LTR	500+	0.05	D	25.6	5'	0.08	E	37.7	8'	0.16	F	71.4	13'	0.23	F	109.4	20'
	MERRIEWOLD LANE	NWB	LTR	500+	0.23	C	24.7	23'	0.37	E	40.4	40'	0.67	F	105.1	80'	0.97	F	216.5	115'
	NYS ROUTE 208	NEB	LTR	315	0.00	A	8.7	0'	0.00	A	9.3	0'	0.01	B	10.0	0'	0.01	B	10.6	0'
	NYS ROUTE 208	SWB	LTR	500+	0.02	A	8.6	3'	0.02	A	9.0	3'	0.03	A	9.9	3'	0.03	B	10.4	3'
	W/ SIGNALIZATION																			
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.03	B	16.6	13'	0.04	C	24.1	18'	0.05	C	29.2	21'
		SEB APPROACH		-	-	-	-	-	-	B	16.6	-	-	C	24.1	-	-	C	29.2	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	B	17.4	38'	0.26	C	25.4	51'	0.30	C	30.9	59'
		NWB APPROACH		-	-	-	-	-	-	B	17.4	-	-	C	25.4	-	-	C	30.9	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.52	A	4.1	172'	0.62	A	3.9	287'	0.68	A	4.1	373'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	3.9	-	-	A	4.1	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.61	A	4.6	232'	0.68	A	4.4	368'	0.73	A	4.7	469'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.4	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**4.9**	-	-	**A**	**5.2**	-

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	B	14.7	0'	0.02	C	17.9	0'	0.02	C	24.9	3'	0.03	D	30.9	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.5	0'	0.00	A	10.0	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	29.8	13'	0.26	E	49.6	25'	0.30	F	58.8	28'	0.33	F	65.8	30'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.10	C	19.7	8'	0.16	D	28.1	15'	0.19	D	32.0	18'	0.20	D	34.9	18'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.8	3'	0.03	A	9.3	3'	0.03	A	9.5	3'	0.03	A	9.6	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.4	0'	0.01	A	8.8	0'	0.01	A	9.0	0'	0.01	A	9.1	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.08	B	15.8	25'	0.09	B	17.0	26'	0.09	B	17.8	27'
		EB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	17.0	-	-	B	17.8	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.10	B	15.9	21'	0.10	B	17.1	21'	0.11	B	17.8	22'
		WB APPROACH		-	-	-	-	-	-	B	15.9	-	-	B	17.1	-	-	B	17.8	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.52	A	4.2	154'	0.54	A	4.2	172'	0.56	A	4.2	186'
		NB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.61	A	4.9	203'	0.62	A	4.8	222'	0.63	A	4.7	233'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**4.9**	-
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.04	C	18.3	3'	0.05	C	24.5	5'	0.07	D	29.7	5'	0.08	D	33.6	5'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.4	0'	0.00	A	8.9	0'	0.00	A	9.2	0'	0.00	A	9.5	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.07	B	17.1	13'	0.08	C	20.3	14'	0.08	C	22.4	15'
		WB APPROACH		-	-	-	-	-	-	B	17.1	-	-	C	20.3	-	-	C	22.4	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.55	A	4.1	136'	0.59	A	4.0	168'	0.61	A	3.9	190'
			R	150	-	-	-	-	0.01	A	2.4	2'	0.01	A	2.1	2'	0.01	A	1.9	2'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	3.9	-	-	A	3.9	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	5.9	2'	0.00	A	6.1	1'	0.00	A	6.2	1'
			T	500+	-	-	-	-	0.69	A	5.0	208'	0.71	A	4.8	250'	0.72	A	4.7	278'
		SB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.8	-	-	A	4.7	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.5**	-	-	**A**	**4.5**	-
20/	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																		
21	SITE ACCESS DRIVEWAY	NWB	LR		-	-	-	-	-	-	-	-	0.06	B	11.0	5'	0.10	B	11.6	8'
		SWB	LT		-	-	-	-	-	-	-	-	0.02	A	7.8	3'	0.04	A	7.9	3'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		-	-	-	-	-	-	-	-	0.71	B	19.4	19'	0.79	C	21.8	24'
			R		-	-	-	-	-	-	-	-	0.11	B	16.5	140'	0.12	B	17.6	223'
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	19.1	-	-	C	21.3	-
		NB	T		-	-	-	-	-	-	-	-	0.74	A	9.5	374'	0.77	B	12.1	406'
			R		-	-	-	-	-	-	-	-	0.19	A	3.5	8'	0.27	A	3.5	10'
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	8.2	-	-	A	9.6	-
		SB	L		-	-	-	-	-	-	-	-	0.08	A	6.8	12'	0.14	A	8.8	18'
			T		-	-	-	-	-	-	-	-	0.67	A	5.4	332'	0.70	A	7.2	353'
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	5.4	-	-	A	7.3	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**8.1**	-	-	**B**	**10.4**	-
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	A	9.2	-	-	B	12.9	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	7.3	-	-	A	7.4	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	6.6	-	-	A	7.9	-
		OVERALL			-	-	-	-	-	-	-	-	-	**A**	**7.2**	-	-	**A**	**8.4**	-
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.05	B	10.6	5'	0.06	B	11.2	5'	0.07	B	11.4	5'	0.07	B	11.5	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.7	44'	0.08	C	26.7	44'
			TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.4	#427	0.92	D	48.6	#428
		EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.6	-	-	D	46.8	-
	NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.83	D	49.8	#388	0.85	D	52.2	#399
			T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.7	#351	0.85	D	41.8	#350
			R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'	0.64	A	10.0	21'
		WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.8	-	-	C	34.7	-
	NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.12	C	26.3	38'	0.13	C	26.4	38'
			TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.99	F	80.4	#477	1.02	F	88.5	#494
		NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	74.8	-	-	F	82.2	-
		SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.71	C	25.4	138'	0.71	C	25.4	138'
			TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.42	C	25.6	185'	0.44	C	25.8	193'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.5	-	-	C	25.7	-
		OVERALL		-	-	**C**	**28.5**	-	-	**D**	**35.4**	-	-	**D**	**42.2**	-	-	**D**	**44.1**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.08	C	27.8	34'	0.08	C	28.2	34'
			TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	49.4	#472	0.93	D	51.9	#471
		EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	47.6	-	-	D	49.9	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.90	E	55.5	#325	0.90	E	58.8	#337
			T	220	-	-	-	-	0.83	D	37.7	#383	0.85	D	41.7	#382	0.86	D	43.8	#380
			R	95	-	-	-	-	0.63	A	8.9	27'	0.65	B	10.1	27'	0.65	B	10.7	27'
		WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	D	35.6	-	-	D	37.8	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.9	37'	0.12	C	25.3	38'
			TR	140	-	-	-	-	0.88	D	45.7	#431	0.90	D	52.9	#466	0.92	E	57.2	#481
		NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	50.1	-	-	D	54.0	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.65	C	24.1	132'	0.66	C	24.8	132'
			TR	125	-	-	-	-	0.38	C	22.9	171'	0.40	C	24.2	183'	0.41	C	24.8	190'
		SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	24.1	-	-	C	24.8	-
		OVERALL		-	-	-	-	-	-	**C**	**34.5**	-	-	**D**	**38.5**	-	-	**D**	**40.8**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.26	C	21.7	25'	0.27	C	22.9	28'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.2	0'	0.01	A	9.3	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

H.4

CAPACITY ANALYSIS (SYNCHRO)

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	323	129	0	603	306	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	376	150	0	701	356	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	526	0	0	701	357	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	50.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	323	129	0	603	306	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	376	150	0	701	356	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	526	0	1152	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1026	-	~ 261	625
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1026	-	~ 261	625
Mov Cap-2 Maneuver	-	-	-	-	~ 261	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	547	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	225.4
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1026	-	261
HCM Lane V/C Ratio	-	-	-	-	1.368
HCM Control Delay (s)	-	-	0	-	225.4
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	19

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	21	17	290	15	32	543	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.938			0.994			0.997	
Flt Protected		0.998			0.988			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1662	0	0	1731	0	0	1789	0
Flt Permitted		0.998			0.988			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1662	0	0	1731	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	24	20	337	17	37	572	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	52	0	0	374	0	0	621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	21	17	290	15	32	543	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	24	20	337	17	37	572	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1057	1046	577	1084	1043	346	583	0	0	355	0	0
Stage 1	652	652	-	385	385	-	-	-	-	-	-	-
Stage 2	405	394	-	699	658	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	189	213	502	259	303	724	977	-	-	1187	-	-
Stage 1	436	443	-	703	674	-	-	-	-	-	-	-
Stage 2	603	587	-	517	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	198	502	195	282	724	977	-	-	1187	-	-
Mov Cap-2 Maneuver	166	198	-	195	282	-	-	-	-	-	-	-
Stage 1	425	423	-	685	656	-	-	-	-	-	-	-
Stage 2	554	572	-	400	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	17.4	0.5	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	977	-	-	395	342	1187	-	-
HCM Lane V/C Ratio	0.02	-	-	0.25	0.153	0.031	-	-
HCM Control Delay (s)	8.8	0	-	17.1	17.4	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	35	18	133	267	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903				0.986	
Flt Protected	0.986			0.994		
Satd. Flow (prot)	1635	0	0	1763	1784	0
Flt Permitted	0.986			0.994		
Satd. Flow (perm)	1635	0	0	1763	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	43	22	162	326	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	184	364	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	35	18	133	267	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	43	22	162	326	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	551	345	363	0	-	0
Stage 1	345	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	537	711	1179	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	711	1179	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.1	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1179	-	646	-	-
HCM Lane V/C Ratio	0.019	-	0.093	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	150	435	113	170	1091
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.972			
Flt Protected	0.971					0.993
Satd. Flow (prot)	1733	0	1801	0	0	1828
Flt Permitted	0.971					0.993
Satd. Flow (perm)	1733	0	1801	0	0	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	161	468	122	183	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	590	0	0	1356
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	154.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	150	435	113	170	1091
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	161	468	122	183	1173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2067	528	0	0	589	0
Stage 1	528	-	-	-	-	-
Stage 2	1539	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 188	637	-	-	986	-
Stage 1	793	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 88	637	-	-	986	-
Mov Cap-2 Maneuver	~ 88	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	~ 214	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 915.3	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	986	-
HCM Lane V/C Ratio	-	-	2.878	0.185	-
HCM Control Delay (s)	-	-	$ 915.3	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	36	0.7	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	109	619	355	478	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1695	0	1818	1575	0	1822
Flt Permitted	0.978					0.477
Satd. Flow (perm)	1695	0	1818	1575	0	889
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	78			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	117	666	382	514	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	666	382	0	1116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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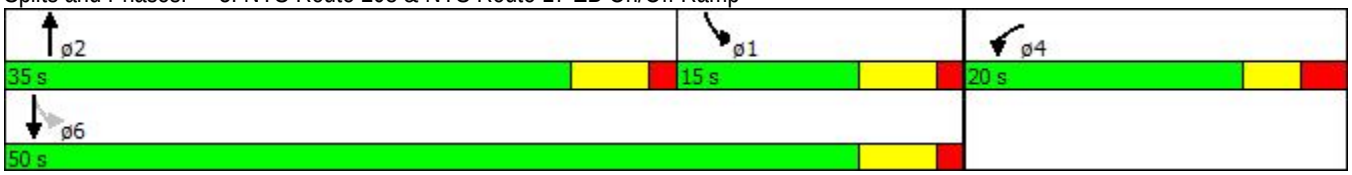
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.68		0.54	0.24		1.84
Control Delay	27.8		7.8	0.4		401.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.8		7.8	0.4		401.3
Queue Length 50th (ft)	51		109	0		~458
Queue Length 95th (ft)	113		228	0		#759
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	438		1243	1575		607
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.49		0.54	0.24		1.84

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.3	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	109	619	355	478	560
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1865
Adj Flow Rate, veh/h	97	0	666	0	514	602
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	109	25
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	28	33
Grp Volume(v), veh/h	98	0	666	0	1116	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.46	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.74	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.7	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		666			1116
Approach Delay, s/veh	30.7		17.7			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	160	60	292	358	186	865	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.992			0.991	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1846	1607	0	1664	0
Flt Permitted		0.832			0.730			0.722			0.811	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1343	1607	0	1362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				186			416		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	186	70	340	416	216	1006	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	186	0	410	416	0	1259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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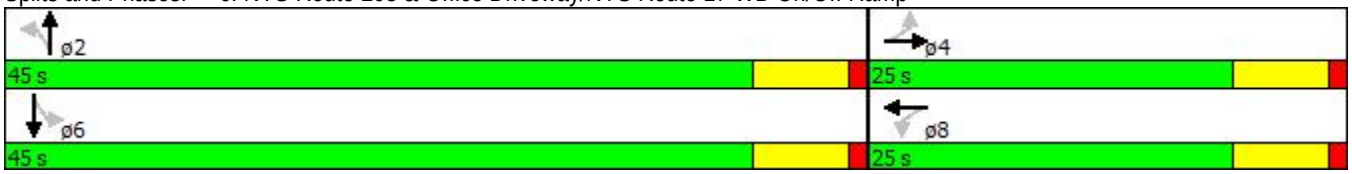
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.16			0.69	0.12		0.50	0.26		1.51	
Control Delay		14.0			36.8	0.1		10.7	0.4		256.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.7	0.4		256.3	
Queue Length 50th (ft)		8			69	0		79	0		~718	
Queue Length 95th (ft)		30			122	0		166	0		#993	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		818	1607		832	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.12		0.50	0.26		1.51	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.2
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	160	60	292	358	186	865	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1860	1891	1872	1807	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	340	0	216	1006	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	166	748	1039	231	851	31
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	149	1157	1607	249	1316	47
Grp Volume(v), veh/h	50	0	0	191	0	0	410	0	0	1259	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1307	0	1607	1612	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.9	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.17		1.00	0.17		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	958	0	1039	1166	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.43	0.00	0.00	1.08	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	958	0	1039	1166	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0	50.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	3.0	0.0	0.0	34.9	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	62.5	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			410			1259	
Approach Delay, s/veh		21.9			24.0			6.1			62.5	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	487	1166	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.997			0.997	
Satd. Flow (prot)	0	1694	1695	0	1821	0
Flt Permitted		0.997			0.997	
Satd. Flow (perm)	0	1694	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	524	1254	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	563	1263	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	5.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	487	1166	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	524	1254	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1262	0	-	0	1859	1258
Stage 1	-	-	-	-	1258	-
Stage 2	-	-	-	-	601	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	551	-	-	-	66	194
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	551	-	-	-	59	194
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	461	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	74.9
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	551	-	168	-	-
HCM Lane V/C Ratio	0.07	-	0.768	-	-
HCM Control Delay (s)	12	0	74.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	4.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	483	1139	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	519	1225	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	533	1230	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	483	1139	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	519	1225	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1774	1227	1230	0	-	0
Stage 1	1227	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	91	217	567	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	88	217	567	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	39.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	567	-	156	-	-
HCM Lane V/C Ratio	0.025	-	0.338	-	-
HCM Control Delay (s)	11.5	0	39.4	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	477	1084	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1766	0
Flt Permitted	0.961					
Satd. Flow (perm)	1667	0	0	1758	1766	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	518	1178	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	523	1417	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	20.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	477	1084	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	518	1178	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1827	1298	1417	0	-	0
Stage 1	1298	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 69	184	481	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 68	184	481	-	-	-
Mov Cap-2 Maneuver	~ 68	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 369.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	481	-	78	-	-
HCM Lane V/C Ratio	0.011	-	1.491	-	-
HCM Control Delay (s)	12.6	0	$ 369.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	9.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	558	1303	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	600	1401	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	602	1402	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	558	1303	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	600	1401	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2006	1402	1402	0	-	0
Stage 1	1402	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	58	165	487	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	165	487	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	487	-	165	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	12.4	0	27	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	452	21	18	1012	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1751	0	0	1761	0
Flt Permitted		0.986			0.960			0.935			0.989	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1640	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	476	22	19	1065	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	521	0	0	1135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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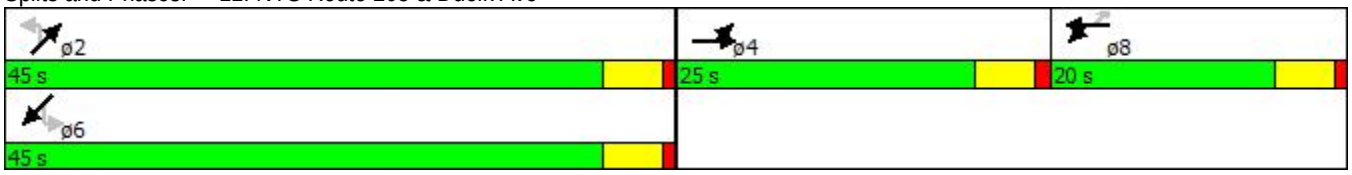
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.39			0.41	0.09		0.49			1.00	
Control Delay		20.2			33.5	0.7		11.6			47.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		11.6			47.9	
Queue Length 50th (ft)		11			40	0		123			~578	
Queue Length 95th (ft)		51			87	0		256			#921	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1066			1133	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.49			1.00	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 69.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	452	21	18	1012	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1826	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	476	22	19	1065	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	78	1001	45	65	1070	51
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	30	1603	72	12	1714	81
Grp Volume(v), veh/h	83	0	0	101	0	25	521	0	0	1135	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1706	0	0	1807	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	16.1	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	9.7	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.04		0.04	0.02		0.04
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1123	0	0	1185	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.46	0.00	0.00	0.96	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1123	0	0	1185	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.4	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.4	0.0	0.0	17.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	5.2	0.0	0.0	25.7	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.7	0.0	0.0	29.9	0.0	0.0
LnGrp LOS	C			C		C	A			C		
Approach Vol, veh/h		83			126			521			1135	
Approach Delay, s/veh		34.2			33.5			7.7			29.9	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	491	1053	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1758	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	522	1120	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	531	1126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	491	1053	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	522	1120	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1662	1123	1127	0	-	0
Stage 1	1123	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	84	232	543	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	232	543	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	36.2	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	543	-	151	-	-
HCM Lane V/C Ratio	0.016	-	0.24	-	-
HCM Control Delay (s)	11.7	0	36.2	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	498	2	2	1051
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	530	2	2	1118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	532	0	0	1120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	498	2	2	1051
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	530	2	2	1118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1653	531	0	0	532	0
Stage 1	531	-	-	-	-	-
Stage 2	1122	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	143	575	-	-	1041	-
Stage 1	646	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	575	-	-	1041	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	29.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	162	1041	-
HCM Lane V/C Ratio	-	-	0.079	0.002	-
HCM Control Delay (s)	-	-	29.1	8.5	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	500	1051	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	526	1106	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	526	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	500	1051	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	526	1106	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1633	1107	1108	0	-	0
Stage 1	1107	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	94	243	638	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	243	638	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	638	-	243	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	19.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	495	5	7	1040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1761	0	0	1762
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1761	0	0	1762
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	563	6	8	1182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	568	0	0	1190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	495	5	7	1040
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	562	6	8	1182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1763	565	0	0	568	0
Stage 1	565	-	-	-	-	-
Stage 2	1198	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	109	543	-	-	829	-
Stage 1	593	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	543	-	-	829	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	25.5	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	215	829	-
HCM Lane V/C Ratio	-	-	0.185	0.01	-
HCM Control Delay (s)	-	-	25.5	9.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	506	10	3	1020	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	544	11	3	1097	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	556	0	0	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	506	10	3	1020	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	544	11	3	1097	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1665	1662	1098	1658	1658	549	1100	0	0	555	0	0
Stage 1	1105	1105	-	552	552	-	-	-	-	-	-	-
Stage 2	560	557	-	1106	1106	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	85	107	268	103	129	537	378	-	-	1020	-	-
Stage 1	273	306	-	570	566	-	-	-	-	-	-	-
Stage 2	531	530	-	308	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	106	268	101	127	537	378	-	-	1020	-	-
Mov Cap-2 Maneuver	82	106	-	101	127	-	-	-	-	-	-	-
Stage 1	272	304	-	568	564	-	-	-	-	-	-	-
Stage 2	513	528	-	303	343	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	47.7	40	0	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	378	-	-	145	95	1020	-	-
HCM Lane V/C Ratio	0.003	-	-	0.297	0.113	0.003	-	-
HCM Control Delay (s)	14.6	0	-	40	47.7	8.5	0	-
HCM Lane LOS	B	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	528	2	2	1024
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1818	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1818	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	574	2	2	1113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	576	0	0	1115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	528	2	2	1024
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	574	2	2	1113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1692	575	0	0	576	0
Stage 1	575	-	-	-	-	-
Stage 2	1117	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	137	545	-	-	1002	-
Stage 1	622	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	545	-	-	1002	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	218	1002	-
HCM Lane V/C Ratio	-	-	0.02	0.002	-
HCM Control Delay (s)	-	-	21.9	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	439	17	5	816	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	467	18	5	868	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	525	0	0	967	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	439	17	5	816	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	467	18	5	868	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1485	1492	915	1491	1529	476	962	0	0	485	0	0
Stage 1	926	926	-	557	557	-	-	-	-	-	-	-
Stage 2	559	566	-	934	972	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	95	114	324	111	128	599	719	-	-	1083	-	-
Stage 1	307	331	-	533	530	-	-	-	-	-	-	-
Stage 2	500	493	-	337	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	104	324	97	117	599	719	-	-	1083	-	-
Mov Cap-2 Maneuver	88	104	-	97	117	-	-	-	-	-	-	-
Stage 1	284	328	-	492	490	-	-	-	-	-	-	-
Stage 2	459	456	-	316	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.1	31.9	0.8	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	719	-	-	144	140	1083	-	-
HCM Lane V/C Ratio	0.056	-	-	0.199	0.046	0.005	-	-
HCM Control Delay (s)	10.3	0	-	36.1	31.9	8.3	0	-
HCM Lane LOS	B	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	467	28	16	1089
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	502	30	17	1171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	502	30	17	1171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	467	28	16	1089
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	502	30	17	1171

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1707	502	0	0	502	0
Stage 1	502	-	-	-	-	-
Stage 2	1205	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	132	566	-	-	976	-
Stage 1	640	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	566	-	-	976	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	188	976	-
HCM Lane V/C Ratio	-	-	0.229	0.018	-
HCM Control Delay (s)	-	-	29.7	8.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	16	32	135	11	11	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.990			
Flt Protected	0.983					0.998
Satd. Flow (prot)	1668	0	1759	0	0	1808
Flt Permitted	0.983					0.998
Satd. Flow (perm)	1668	0	1759	0	0	1808
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	20	39	165	13	13	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	178	0	0	368
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	16	32	135	11	11	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	20	39	165	13	13	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	553	171	0	0	178	0
Stage 1	171	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	494	873	-	-	1398	-
Stage 1	859	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	873	-	-	1398	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	691	1398	-
HCM Lane V/C Ratio	-	-	0.085	0.01	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	242	32	433	75	146	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.249	
Satd. Flow (perm)	1770	1583	1845	1599	448	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		37		87		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	281	37	503	87	170	913
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	37	503	87	170	913
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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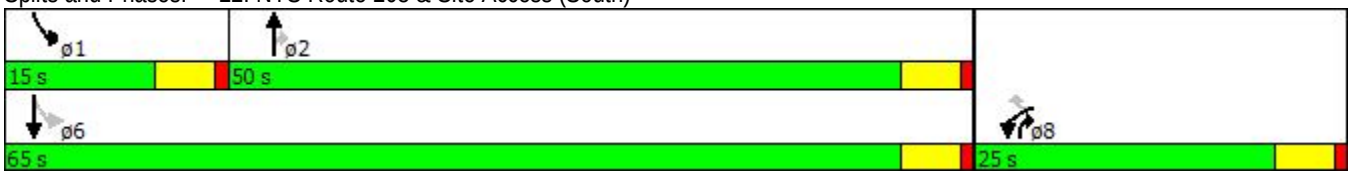
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	Min	Min
v/c Ratio	0.70	0.09	0.70	0.08	0.40	0.83
Control Delay	35.5	10.1	21.6	0.7	8.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	10.1	21.6	0.7	8.6	18.1
Queue Length 50th (ft)	94	0	149	0	24	234
Queue Length 95th (ft)	223	22	261	7	52	417
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	609	569	1385	1327	485	1628
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.07	0.36	0.07	0.35	0.56

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 63
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	242	32	433	75	146	785
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	281	37	503	87	170	913
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	362	323	719	950	459	1083
Arrive On Green	0.20	0.20	0.39	0.39	0.10	0.59
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	281	37	503	87	170	913
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	7.4	0.9	11.3	1.2	2.4	20.0
Cycle Q Clear(g_c), s	7.4	0.9	11.3	1.2	2.4	20.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	362	323	719	950	459	1083
V/C Ratio(X)	0.78	0.11	0.70	0.09	0.37	0.84
Avail Cap(c_a), veh/h	721	643	1687	1788	639	2226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	16.0	12.6	4.3	8.2	8.2
Incr Delay (d2), s/veh	1.4	0.1	0.5	0.0	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.4	5.8	0.8	1.2	10.1
LnGrp Delay(d),s/veh	19.9	16.0	13.1	4.3	8.4	8.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	318		590			1083
Approach Delay, s/veh	19.4		11.8			8.8
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	24.2				34.2		15.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	4.4	13.3				22.0		9.4
Green Ext Time (p_c), s	0.2	5.9				6.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	141	5	7	263	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	174	6	9	325	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	334	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	141	5	7	263	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	174	6	9	325	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	180	0	0	520	519	177	529	522	325
Stage 1	-	-	-	-	-	-	177	177	-	342	342	-
Stage 2	-	-	-	-	-	-	343	342	-	187	180	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1218	-	-	1378	-	-	489	484	867	442	442	703
Stage 1	-	-	-	-	-	-	834	762	-	654	621	-
Stage 2	-	-	-	-	-	-	692	657	-	799	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1378	-	-	485	480	867	429	438	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	480	-	429	438	-
Stage 1	-	-	-	-	-	-	834	762	-	654	616	-
Stage 2	-	-	-	-	-	-	685	652	-	781	737	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.2	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1218	-	-	1378	-	-	533
HCM Lane V/C Ratio	0.109	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12.2	0	-	-	7.6	0	-	11.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	269	458	107	69	100	144	104	99	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1682	0	1604	1749	1538	1645	1532	0	1678	1611	0
Flt Permitted	0.481			0.237			0.513			0.347		
Satd. Flow (perm)	765	1682	0	397	1749	1462	871	1532	0	606	1611	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	292	498	116	75	109	157	113	108	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	292	498	116	75	266	0	113	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.82		0.84	0.79	0.16	0.24	0.74		0.33	0.54	
Control Delay	28.6	45.9		47.1	37.6	3.3	21.4	47.8		22.1	27.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.6	45.9		47.1	37.6	3.3	21.4	47.8		22.1	27.6	
Queue Length 50th (ft)	26	186		131	255	5	26	136		39	101	
Queue Length 95th (ft)	61	316		#302	438	23	65	#308		92	223	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	458	866		349	797	912	391	359		483	596	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.84	0.62	0.13	0.19	0.74		0.23	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	269	458	107	69	100	144	104	99	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.98		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	292	498	116	75	109	157	113	108	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	361	61	398	570	598	269	139	200	291	155	240
Arrive On Green	0.13	0.27	0.27	0.18	0.31	0.31	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1638	1342	226	1723	1810	1514	1706	655	943	1741	637	991
Grp Volume(v), veh/h	61	0	368	292	498	116	75	0	266	113	0	276
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1598	1741	0	1628
Q Serve(g_s), s	0.0	0.0	16.9	11.2	19.6	1.7	2.6	0.0	11.9	3.7	0.0	11.7
Cycle Q Clear(g_c), s	0.0	0.0	16.9	11.2	19.6	1.7	2.6	0.0	11.9	3.7	0.0	11.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.61
Lane Grp Cap(c), veh/h	328	0	421	398	570	598	269	0	338	291	0	395
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.28	0.00	0.79	0.39	0.00	0.70
Avail Cap(c_a), veh/h	549	0	934	438	959	923	413	0	423	615	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	26.4	24.3	24.5	4.7	22.2	0.0	28.1	21.4	0.0	26.1
Incr Delay (d2), s/veh	0.1	0.0	2.3	4.7	2.4	0.1	0.2	0.0	5.8	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.5	5.8	10.2	1.0	1.2	0.0	5.8	1.8	0.0	5.3
LnGrp Delay(d),s/veh	28.3	0.0	28.6	28.9	26.9	4.8	22.5	0.0	34.0	21.7	0.0	26.9
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			906			341			389	
Approach Delay, s/veh		28.6			24.7			31.4			25.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	25.3	8.6	23.3	14.8	28.8	11.0	21.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.2	18.9	4.6	13.7	2.0	21.6	5.7	13.9
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	482	832	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994					
Satd. Flow (prot)	1858	0	0	1775	1757	0
Flt Permitted	0.994					
Satd. Flow (perm)	1858	0	0	1775	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	513	885	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	518	886	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	482	832	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	513	885	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1409	886	886	0	-	0
Stage 1	886	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	142	337	768	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	337	768	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	768	-	290	-	-
HCM Lane V/C Ratio	0.007	-	0.411	-	-
HCM Control Delay (s)	9.7	0	25.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	109	619	355	478	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1695	0	1818	1575	0	1822
Flt Permitted	0.978					0.477
Satd. Flow (perm)	1695	0	1818	1575	0	889
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	78			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	117	666	382	514	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	666	382	0	1116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.6	65.3		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.68		0.54	0.24		1.84
Control Delay	27.8		7.8	0.4		401.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.8		7.8	0.4		401.3
LOS	C		A	A		F
Approach Delay	27.8		5.1			401.3
Approach LOS	C		A			F
Queue Length 50th (ft)	51		109	0		~458
Queue Length 95th (ft)	113		228	0		#759
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	438		1243	1575		607
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.49		0.54	0.24		1.84

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.3			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.84			
Intersection Signal Delay: 193.1		Intersection LOS: F	
Intersection Capacity Utilization 113.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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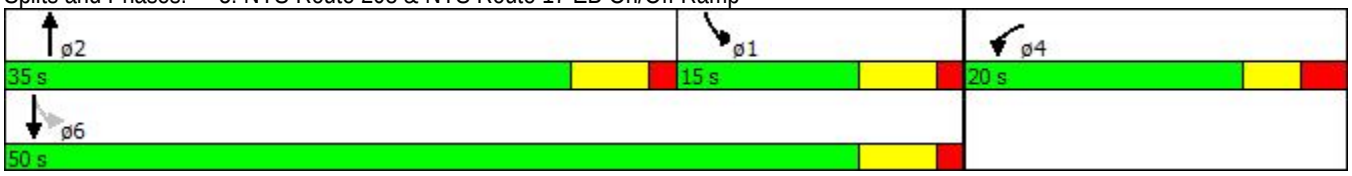
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	109	619	355	478	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1695		1818	1575		1823
Flt Permitted	0.98		1.00	1.00		0.48
Satd. Flow (perm)	1695		1818	1575		890
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	117	666	382	514	602
RTOR Reduction (vph)	67	0	0	0	0	0
Lane Group Flow (vph)	147	0	666	382	0	1116
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.6		44.6	65.2		44.6
Effective Green, g (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	249		1243	1575		608
v/s Ratio Prot	c0.09		0.37			
v/s Ratio Perm				0.24		c1.25
v/c Ratio	0.59		0.54	0.24		1.84
Uniform Delay, d1	26.0		5.1	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.5		1.7	0.4		382.4
Delay (s)	28.5		6.8	0.4		392.7
Level of Service	C		A	A		F
Approach Delay (s)	28.5		4.5			392.7
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	188.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	679	379	1	390	239	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1701	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	722	403	1	415	254	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1125	0	0	416	254	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	25.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	679	379	1	390	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	722	403	1	415	254	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1126	0	1341	924
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	620	-	~ 210	353
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	620	-	~ 210	353
Mov Cap-2 Maneuver	-	-	-	-	~ 210	-
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	712	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	177.2
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	620	-	210
HCM Lane V/C Ratio	-	-	0.002	-	1.211
HCM Control Delay (s)	-	-	10.8	0	177.2
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	12.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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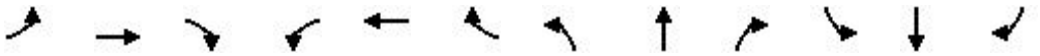

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	15	84	580	5	20	351	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.914			0.999			0.997	
Flt Protected		0.993						0.994			0.997	
Satd. Flow (prot)	0	1706	0	0	1687	0	0	1770	0	0	1826	0
Flt Permitted		0.993						0.994			0.997	
Satd. Flow (perm)	0	1706	0	0	1687	0	0	1770	0	0	1826	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	16	91	630	5	22	377	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	25	0	0	726	0	0	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	15	84	580	5	20	351	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	16	91	630	5	22	377	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1253	1243	382	1267	1246	633	386	0	0	636	0	0
Stage 1	425	425	-	816	816	-	-	-	-	-	-	-
Stage 2	828	818	-	451	430	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	139	163	658	207	246	524	1172	-	-	947	-	-
Stage 1	593	573	-	465	490	-	-	-	-	-	-	-
Stage 2	349	372	-	666	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	139	658	156	210	524	1172	-	-	947	-	-
Mov Cap-2 Maneuver	116	139	-	156	210	-	-	-	-	-	-	-
Stage 1	522	556	-	409	431	-	-	-	-	-	-	-
Stage 2	292	327	-	592	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	16.2	1	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	234	345	947	-	-
HCM Lane V/C Ratio	0.078	-	-	0.255	0.072	0.023	-	-
HCM Control Delay (s)	8.3	0	-	25.6	16.2	8.9	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.2	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	27	34	332	205	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.990	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1716	0	0	1816	1844	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1716	0	0	1816	1844	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	29	37	361	223	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	398	240	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	27	34	332	205	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	29	37	361	223	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	667	232	240	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	474	823	1327	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	457	823	1327	-	-	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1327	-	594	-	-
HCM Lane V/C Ratio	0.028	-	0.095	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	233	1185	227	197	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.978			
Flt Protected	0.981					0.989
Satd. Flow (prot)	1701	0	1810	0	0	1810
Flt Permitted	0.981					0.989
Satd. Flow (perm)	1701	0	1810	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	253	1288	247	214	728
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	1535	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	530.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	233	1185	227	197	670
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	253	1288	247	214	728

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2568	1411	0	0	1535	0
Stage 1	1411	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 119	~ 251	-	-	433	-
Stage 1	494	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	~ 251	-	-	433	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	~ 97	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 3728.1	0	4.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	46	433	-
HCM Lane V/C Ratio	-	-	8.908	0.495	-
HCM Control Delay (s)	-	-	$ 3728.1	21.2	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	48.6	2.7	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	170	860	229	309	855
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975					0.987
Satd. Flow (prot)	1707	0	1853	1575	0	1857
Flt Permitted	0.975					0.345
Satd. Flow (perm)	1707	0	1853	1575	0	649
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	177	896	239	322	891
Shared Lane Traffic (%)						
Lane Group Flow (vph)	366	0	896	239	0	1213
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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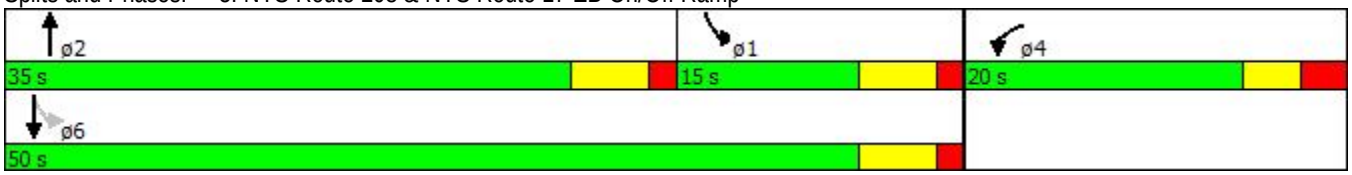
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.93		0.76	0.15		2.93
Control Delay	55.9		14.2	0.2		890.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	55.9		14.2	0.2		890.0
Queue Length 50th (ft)	130		236	0		~763
Queue Length 95th (ft)	#285		388	0		#998
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1183	1575		414
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.91		0.76	0.15		2.93

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 69.7
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	170	860	229	309	855
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	896	0	322	891
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	83	69
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	17	99
Grp Volume(v), veh/h	190	0	896	0	1213	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	116	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.27	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	44.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	25.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	62.2	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		896			1213
Approach Delay, s/veh	29.2		62.2			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	557	49	576	411	121	667	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.996			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1652	0
Flt Permitted		0.228			0.589			0.885			0.525	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1644	1607	0	874	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				327			440		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	648	57	670	478	141	776	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	648	0	727	478	0	950	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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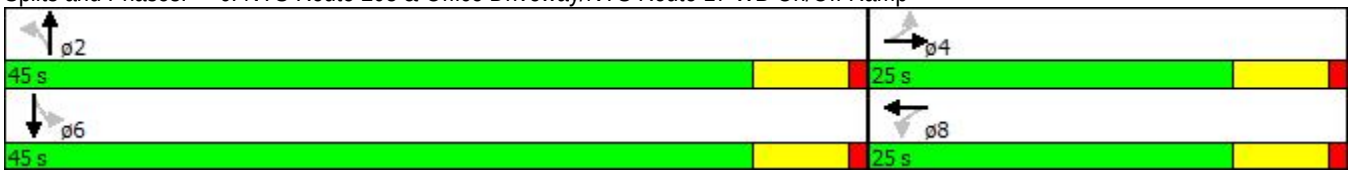
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		1.36			1.70	0.41		0.79	0.30		1.95	
Control Delay		217.4			350.9	0.8		20.7	0.5		452.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	0.8		20.7	0.5		452.5	
Queue Length 50th (ft)		~100			~329	0		226	0		~446	
Queue Length 95th (ft)		#212			#474	0		345	0		#616	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		915	1607		488	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.41		0.79	0.30		1.95	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 120
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	557	49	576	411	121	667	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	670	0	141	776	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	98	831	895	155	662	27
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	76	1491	1607	173	1189	49
Grp Volume(v), veh/h	213	0	0	509	0	0	727	0	0	950	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1567	0	1607	1411	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	18.1	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	22.9	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.08		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	973	0	895	885	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.75	0.00	0.00	1.07	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	973	0	895	885	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	11.3	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	5.2	0.0	0.0	51.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	10.9	0.0	0.0	29.2	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	16.6	0.0	0.0	68.9	0.0	0.0
LnGrp LOS	C			F			B			F		
Approach Vol, veh/h		213			509			727			950	
Approach Delay, s/veh		21.0			91.5			16.6			68.9	
Approach LOS		C			F			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1455	780	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1679	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1679	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1565	839	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1674	848	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1455	780	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1565	839	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	847	0	-	0	2625	843
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	1782	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	790	-	-	-	20	347
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	121	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	790	-	-	-	20	347
Mov Cap-2 Maneuver	-	-	-	-	20	-
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	121	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	73.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	790	-	98	-	-
HCM Lane V/C Ratio	0.137	-	0.494	-	-
HCM Control Delay (s)	10.3	0	73.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	2.2	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1294	770	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1757	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1407	837	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1444	846	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1294	770	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1407	837	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2321	841	846	0	-	0
Stage 1	841	-	-	-	-	-
Stage 2	1480	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	41	365	791	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	32	365	791	-	-	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	164	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	51.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	791	-	104	-	-
HCM Lane V/C Ratio	0.047	-	0.261	-	-
HCM Control Delay (s)	9.8	0	51.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1157	760	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1770	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1258	826	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1276	893	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	403.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1157	760	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1258	826	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2155	860	893	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	1295	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 41	339	759	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	~ 222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 38	339	759	-	-	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	~ 204	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 3148.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	759	-	42	-	-
HCM Lane V/C Ratio	0.024	-	7.583	-	-
HCM Control Delay (s)	9.9	$	3148.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	37.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1411	821	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1485	864	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1490	865	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1411	821	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1485	864	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2361	865	865	0	-	0
Stage 1	865	-	-	-	-	-
Stage 2	1496	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	34	345	778	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	345	778	-	-	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	67.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	60	-	-
HCM Lane V/C Ratio	0.007	-	0.035	-	-
HCM Control Delay (s)	9.7	0	67.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1149	120	30	700	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1749	0
Flt Permitted		0.977			0.963			0.971			0.913	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1707	0	0	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1235	129	32	753	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1398	0	0	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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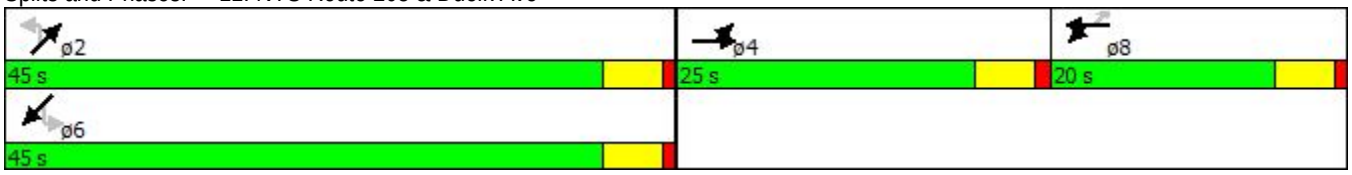
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.36			0.30	0.08		1.24			0.77	
Control Delay		24.0			32.2	0.6		137.6			19.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		137.6			19.9	
Queue Length 50th (ft)		16			26	0		~817			259	
Queue Length 95th (ft)		52			63	0		#1167			#582	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1125			1053	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.24			0.77	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68
Natural Cycle: 130
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1149	120	30	700	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1235	129	32	753	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	73	1017	105	79	1022	38
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	22	1589	164	31	1596	60
Grp Volume(v), veh/h	72	0	0	67	0	22	1398	0	0	814	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1774	0	0	1687	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	18.4	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1195	0	0	1140	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.17	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1195	0	0	1140	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.0	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	85.9	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	48.7	0.0	0.0	10.3	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	97.9	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		72			89			1398			814	
Approach Delay, s/veh		32.7			31.8			97.9			11.2	
Approach LOS		C			C			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	63.7
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1170	724	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1232	762	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1265	778	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1170	724	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1232	762	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	770	778	0	-	0
Stage 1	770	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	384	839	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	384	839	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	194	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	54.6	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	839	-	117	-	-
HCM Lane V/C Ratio	0.039	-	0.396	-	-
HCM Control Delay (s)	9.5	0	54.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1163	18	1	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1224	19	1	765
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1243	0	0	766
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1163	18	1	727
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1224	19	1	765

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2001	1234	0	0	1243	0
Stage 1	1234	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	92	239	-	-	560	-
Stage 1	338	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	92	239	-	-	560	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	48.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	97	560	-
HCM Lane V/C Ratio	-	-	0.141	0.002	-
HCM Control Delay (s)	-	-	48.1	11.4	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1162	725	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1249	780	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1251	783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1162	725	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1249	780	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2035	781	783	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1254	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	51	381	844	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	381	844	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	48.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	844	-	90	-	-
HCM Lane V/C Ratio	0.003	-	0.072	-	-
HCM Control Delay (s)	9.3	0	48.1	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1149	17	20	719
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1638	0	1763	0	0	1749
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1235	18	22	773
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1253	0	0	795
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1149	17	20	719
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1235	18	22	773

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2061	1245	0	0	1254	0
Stage 1	1245	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	76	227	-	-	555	-
Stage 1	312	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	71	227	-	-	555	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	42.7	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	123	555	-
HCM Lane V/C Ratio	-	-	0.227	0.039	-
HCM Control Delay (s)	-	-	42.7	11.7	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1123	36	33	718	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1208	39	35	772	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1252	0	0	824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	3.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1123	36	33	718	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1208	39	35	772	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2092	2109	781	2099	2098	1227	789	0	0	1246	0	0
Stage 1	852	852	-	1238	1238	-	-	-	-	-	-	-
Stage 2	1240	1257	-	861	860	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	403	54	74	241	831	-	-	559	-	-
Stage 1	371	394	-	264	304	-	-	-	-	-	-	-
Stage 2	230	260	-	404	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	50	403	46	64	241	831	-	-	559	-	-
Mov Cap-2 Maneuver	38	50	-	46	64	-	-	-	-	-	-	-
Stage 1	364	350	-	259	298	-	-	-	-	-	-	-
Stage 2	222	255	-	342	382	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	109.8	132.6	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	831	-	-	52	69	559	-	-
HCM Lane V/C Ratio	0.006	-	-	0.517	0.561	0.063	-	-
HCM Control Delay (s)	9.4	0	-	132.6	109.8	11.9	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2	2.4	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1161	1	2	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1262	1	2	832
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1263	0	0	834
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1161	1	2	765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1262	1	2	832

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2099	1263	0	0	1263	0
Stage 1	1263	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	81	230	-	-	550	-
Stage 1	328	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	230	-	-	550	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	142	550	-
HCM Lane V/C Ratio	-	-	0.023	0.004	-
HCM Control Delay (s)	-	-	30.9	11.6	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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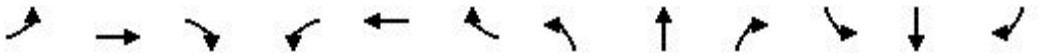

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1002	48	12	584	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.965			0.978			0.999			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1152	55	14	671	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1244	0	0	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	1002	48	12	584	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1152	55	14	671	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1992	1998	690	1975	1990	1179	709	0	0	1207	0	0
Stage 1	718	718	-	1253	1253	-	-	-	-	-	-	-
Stage 2	1274	1280	-	722	737	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	437	52	68	240	890	-	-	578	-	-
Stage 1	404	416	-	226	261	-	-	-	-	-	-	-
Stage 2	191	220	-	435	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	45	437	42	57	240	890	-	-	578	-	-
Mov Cap-2 Maneuver	29	45	-	42	57	-	-	-	-	-	-	-
Stage 1	352	399	-	197	227	-	-	-	-	-	-	-
Stage 2	138	192	-	409	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	293.1	193.4	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	890	-	-	36	76	578	-	-
HCM Lane V/C Ratio	0.041	-	-	0.926	0.983	0.024	-	-
HCM Control Delay (s)	9.2	0	-	293.1	193.4	11.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.4	5.2	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1178	7	2	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1280	8	2	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1280	8	2	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1178	7	2	791
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1280	8	2	860

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2144	1280	0	0	1280	0
Stage 1	1280	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	76	214	-	-	486	-
Stage 1	318	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	214	-	-	486	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	117	486	-
HCM Lane V/C Ratio	-	-	0.102	0.004	-
HCM Control Delay (s)	-	-	39.2	12.4	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	20	955	33	33	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.995			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1668	0	1816	0	0	1857
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1668	0	1816	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	22	1038	36	36	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1074	0	0	620
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	20	955	33	33	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	1038	36	36	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1711	1056	0	0	1074	0
Stage 1	1056	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	100	274	-	-	649	-
Stage 1	335	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	92	274	-	-	649	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	32.1	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	165	649	-
HCM Lane V/C Ratio	-	-	0.198	0.055	-
HCM Control Delay (s)	-	-	32.1	10.9	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	931	232	33	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.089	
Satd. Flow (perm)	1770	1583	1845	1599	160	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		165		247		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	155	165	990	247	35	661
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	165	990	247	35	661
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.57	0.43	0.86	0.17	0.16	0.52
Control Delay	37.6	8.8	23.9	0.5	5.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	8.8	23.9	0.5	5.5	7.3
Queue Length 50th (ft)	70	0	372	0	4	109
Queue Length 95th (ft)	127	48	#780	9	14	243
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	493	560	1157	1501	329	1513
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.29	0.86	0.16	0.11	0.44

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	155	931	232	33	621
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	155	165	990	247	35	661
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	254	226	1093	1175	227	1275
Arrive On Green	0.14	0.14	0.59	0.59	0.04	0.70
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	155	165	990	247	35	661
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	5.4	6.5	30.9	3.2	0.5	11.1
Cycle Q Clear(g_c), s	5.4	6.5	30.9	3.2	0.5	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	254	226	1093	1175	227	1275
V/C Ratio(X)	0.61	0.73	0.91	0.21	0.15	0.52
Avail Cap(c_a), veh/h	542	483	1268	1327	435	1658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	26.9	11.8	2.7	12.9	4.5
Incr Delay (d2), s/veh	0.9	1.7	8.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	17.8	2.1	0.3	5.4
LnGrp Delay(d),s/veh	27.3	28.6	19.7	2.8	13.0	4.6
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	320		1237			696
Approach Delay, s/veh	27.9		16.3			5.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	43.8				51.1		14.4
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.5	32.9				13.1		8.5
Green Ext Time (p_c), s	0.0	5.9				8.9		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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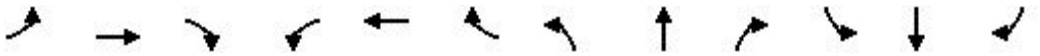

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	338	20	18	208	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	367	22	20	226	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	246	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	338	20	18	208	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	367	22	20	226	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	389	0	0	643	643	378	650	654	226
Stage 1	-	-	-	-	-	-	378	378	-	265	265	-
Stage 2	-	-	-	-	-	-	265	265	-	385	389	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1342	-	-	1170	-	-	415	421	683	369	372	808
Stage 1	-	-	-	-	-	-	671	642	-	729	679	-
Stage 2	-	-	-	-	-	-	762	710	-	625	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1342	-	-	1170	-	-	409	413	683	356	365	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	413	-	356	365	-
Stage 1	-	-	-	-	-	-	671	642	-	729	665	-
Stage 2	-	-	-	-	-	-	747	696	-	613	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	12.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1342	-	-	1170	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.5	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	38	263	345	151	33	150	308	182	143	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.899			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1694	0	1604	1749	1538	1645	1508	0	1678	1717	0
Flt Permitted	0.539			0.240			0.618			0.144		
Satd. Flow (perm)	855	1694	0	402	1749	1467	1049	1508	0	254	1717	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				164					21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	41	286	375	164	36	163	335	198	155	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	371	0	286	375	164	36	498	0	198	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	10.0	28.0		20.0	38.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.16	0.88		0.81	0.61	0.20	0.12	1.55		0.62	0.36	
Control Delay	32.2	57.7		47.4	34.1	1.8	21.2	293.6		30.2	26.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	57.7		47.4	34.1	1.8	21.2	293.6		30.2	26.1	
Queue Length 50th (ft)	22	223		168	231	0	14	~474		87	106	
Queue Length 95th (ft)	54	#399		#280	325	17	35	#722		154	182	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	310	509		396	727	913	398	321		409	623	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.73		0.72	0.52	0.18	0.09	1.55		0.48	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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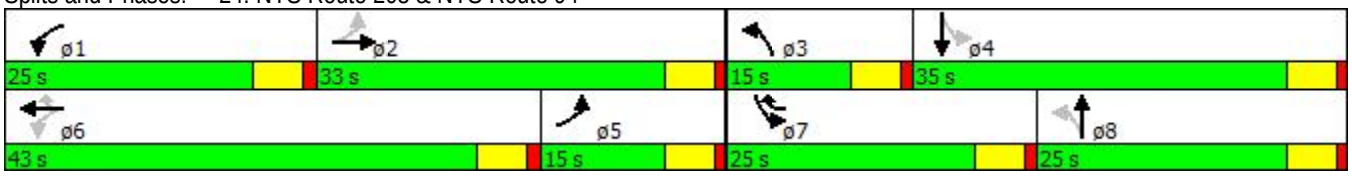
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	38	263	345	151	33	150	308	182	143	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.57		0.98	0.94		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	41	286	375	164	36	163	335	198	155	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	408	362	45	395	436	532	347	116	238	272	370	167
Arrive On Green	0.20	0.26	0.26	0.18	0.24	0.24	0.02	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1638	1403	174	1723	1810	1506	1706	516	1060	1741	1187	536
Grp Volume(v), veh/h	45	0	371	286	375	164	36	0	498	198	0	225
Grp Sat Flow(s),veh/h/ln	1638	0	1577	1723	1810	1506	1706	0	1576	1741	0	1723
Q Serve(g_s), s	0.0	0.0	20.3	14.0	17.6	3.1	1.4	0.0	20.0	7.3	0.0	9.2
Cycle Q Clear(g_c), s	0.0	0.0	20.3	14.0	17.6	3.1	1.4	0.0	20.0	7.3	0.0	9.2
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.67	1.00		0.31
Lane Grp Cap(c), veh/h	408	0	407	395	436	532	347	0	354	272	0	537
V/C Ratio(X)	0.11	0.00	0.91	0.72	0.86	0.31	0.10	0.00	1.41	0.73	0.00	0.42
Avail Cap(c_a), veh/h	408	0	497	469	773	813	500	0	354	472	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	32.0	33.5	32.3	7.2	25.7	0.0	34.5	23.4	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.0	17.1	3.3	2.0	0.1	0.0	0.0	198.5	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.7	7.0	9.0	1.6	0.7	0.0	28.2	3.6	0.0	4.4
LnGrp Delay(d),s/veh	28.6	0.0	49.1	36.8	34.3	7.3	25.8	0.0	233.0	24.8	0.0	24.4
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		416			825			534			423	
Approach Delay, s/veh		46.9			29.8			219.0			24.6	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	27.9	7.0	32.7	22.7	26.5	14.8	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.0	22.3	3.4	11.2	2.0	19.6	9.3	22.0
Green Ext Time (p_c), s	0.2	0.6	0.0	2.7	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	78.0
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1073	616	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1233	708	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1248	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1073	616	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1233	708	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1972	709	710	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	426	889	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	426	889	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	235	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	889	-	203	-	-
HCM Lane V/C Ratio	0.017	-	0.26	-	-
HCM Control Delay (s)	9.1	0	28.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	170	860	229	309	855
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975					0.987
Satd. Flow (prot)	1707	0	1853	1575	0	1857
Flt Permitted	0.975					0.345
Satd. Flow (perm)	1707	0	1853	1575	0	649
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	177	896	239	322	891
Shared Lane Traffic (%)						
Lane Group Flow (vph)	366	0	896	239	0	1213
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.2		44.5	69.7		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.93		0.76	0.15		2.93
Control Delay	55.9		14.2	0.2		890.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	55.9		14.2	0.2		890.0
LOS	E		B	A		F
Approach Delay	55.9		11.3			890.0
Approach LOS	E		B			F
Queue Length 50th (ft)	130		236	0		~763
Queue Length 95th (ft)	#285		388	0		#998
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1183	1575		414
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.91		0.76	0.15		2.93

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.7			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.93			
Intersection Signal Delay: 410.0		Intersection LOS: F	
Intersection Capacity Utilization 141.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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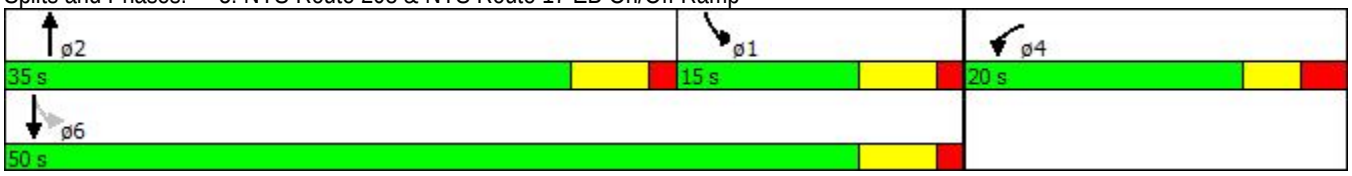
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	170	860	229	309	855
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1706		1853	1575		1857
Flt Permitted	0.97		1.00	1.00		0.34
Satd. Flow (perm)	1706		1853	1575		648
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	177	896	239	322	891
RTOR Reduction (vph)	49	0	0	0	0	0
Lane Group Flow (vph)	317	0	896	239	0	1213
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.2		44.5	69.7		44.5
Effective Green, g (s)	14.2		44.5	69.7		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	347		1183	1575		413
v/s Ratio Prot	c0.19		0.48			
v/s Ratio Perm				0.15		c1.87
v/c Ratio	0.91		0.76	0.15		2.94
Uniform Delay, d1	27.2		8.8	0.0		12.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	27.3		4.6	0.2		878.2
Delay (s)	54.4		13.4	0.2		890.8
Level of Service	D		B	A		F
Approach Delay (s)	54.4		10.6			890.8
Approach LOS	D		B			F

Intersection Summary			
HCM 2000 Control Delay	409.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.62		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	141.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	651	382	0	398	261	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1743	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1743	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	671	394	0	410	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	410	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	25.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	651	382	0	398	261	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	671	394	0	410	269	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1065	0	1278	868
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	662	-	~ 228	381
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	662	-	~ 228	381
Mov Cap-2 Maneuver	-	-	-	-	~ 228	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	720	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	162.6
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	662	-	229
HCM Lane V/C Ratio	-	-	-	-	1.184
HCM Control Delay (s)	-	-	0	-	162.6
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	13.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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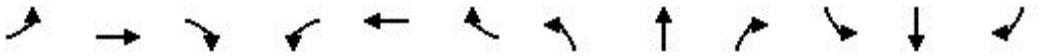

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	11	78	587	4	19	379	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.946			0.999			0.995	
Flt Protected		0.993			0.997			0.994			0.998	
Satd. Flow (prot)	0	1664	0	0	1658	0	0	1774	0	0	1827	0
Flt Permitted		0.993			0.997			0.994			0.998	
Satd. Flow (perm)	0	1664	0	0	1658	0	0	1774	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	12	84	631	4	20	391	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	30	0	0	719	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	11	78	587	4	19	379	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	12	84	631	4	20	391	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1255	1243	399	1272	1249	633	407	0	0	635	0	0
Stage 1	440	440	-	801	801	-	-	-	-	-	-	-
Stage 2	815	803	-	471	448	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	140	159	641	164	239	528	1163	-	-	958	-	-
Stage 1	585	555	-	394	487	-	-	-	-	-	-	-
Stage 2	358	372	-	561	639	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	137	641	124	207	528	1163	-	-	958	-	-
Mov Cap-2 Maneuver	115	137	-	124	207	-	-	-	-	-	-	-
Stage 1	519	540	-	350	432	-	-	-	-	-	-	-
Stage 2	299	330	-	491	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	20.9	1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	253	256	958	-	-
HCM Lane V/C Ratio	0.072	-	-	0.289	0.118	0.021	-	-
HCM Control Delay (s)	8.3	0	-	24.9	20.9	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.4	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	35	36	332	252	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911				0.990	
Flt Protected	0.983			0.995		
Satd. Flow (prot)	1727	0	0	1836	1864	0
Flt Permitted	0.983			0.995		
Satd. Flow (perm)	1727	0	0	1836	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	39	40	373	283	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	413	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	35	36	332	252	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	39	40	373	283	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	748	294	306	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	434	769	1266	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	769	1266	-	-	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1266	-	598	-	-
HCM Lane V/C Ratio	0.032	-	0.1	-	-
HCM Control Delay (s)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	231	1077	240	211	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.975			
Flt Protected	0.981					0.989
Satd. Flow (prot)	1621	0	1852	0	0	1839
Flt Permitted	0.981					0.989
Satd. Flow (perm)	1621	0	1852	0	0	1839
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	243	1134	253	222	734
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	0	1387	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	340.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	231	1077	240	211	697
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	243	1134	253	222	734

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2438	1260	0	0	1386	0
Stage 1	1260	-	-	-	-	-
Stage 2	1178	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	~ 130	288	-	-	485	-
Stage 1	525	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 30	288	-	-	485	-
Mov Cap-2 Maneuver	~ 30	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	~ 125	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2337	0	4.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	67	485	-
HCM Lane V/C Ratio	-	-	5.923	0.458	-
HCM Control Delay (s)	-	-	$ 2337	18.5	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	44.6	2.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	166	816	229	312	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975					0.986
Satd. Flow (prot)	1658	0	1818	1575	0	1829
Flt Permitted	0.975					0.393
Satd. Flow (perm)	1658	0	1818	1575	0	729
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	62			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	171	841	236	322	844
Shared Lane Traffic (%)						
Lane Group Flow (vph)	350	0	841	236	0	1166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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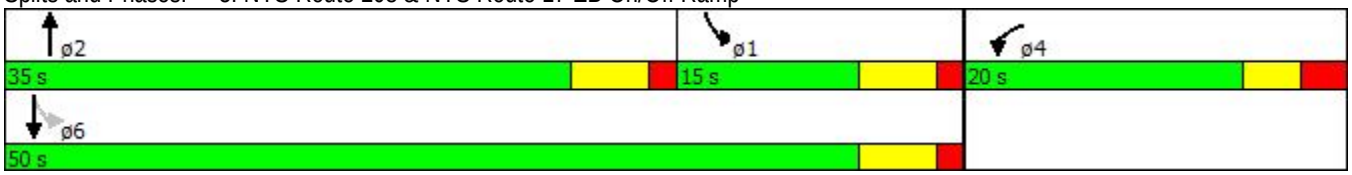
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.92		0.72	0.15		2.50
Control Delay	54.3		13.1	0.2		696.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	54.3		13.1	0.2		696.8
Queue Length 50th (ft)	122		212	0		~671
Queue Length 95th (ft)	#271		349	0		#904
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	395		1164	1575		467
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.89		0.72	0.15		2.50

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 69.5	
Natural Cycle: 140	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	166	816	229	312	819
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	179	0	841	0	322	844
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	225	0	840	728	84	68
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.70
Sat Flow, veh/h	1724	0	1818	1575	17	98
Grp Volume(v), veh/h	180	0	841	0	1166	0
Grp Sat Flow(s),veh/h/ln	1734	0	1818	1575	115	0
Q Serve(g_s), s	6.4	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.28	
Lane Grp Cap(c), veh/h	226	0	840	728	0	0
V/C Ratio(X)	0.80	0.00	1.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	394	0	840	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	31.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	22.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	48.5	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	180		841			1166
Approach Delay, s/veh	29.3		48.5			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		13.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.4		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	491	49	601	336	137	673	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1896	1607	0	1709	0
Flt Permitted		0.486			0.638			0.899			0.566	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1711	1607	0	975	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				316			346		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	511	51	626	350	143	701	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	511	0	677	350	0	870	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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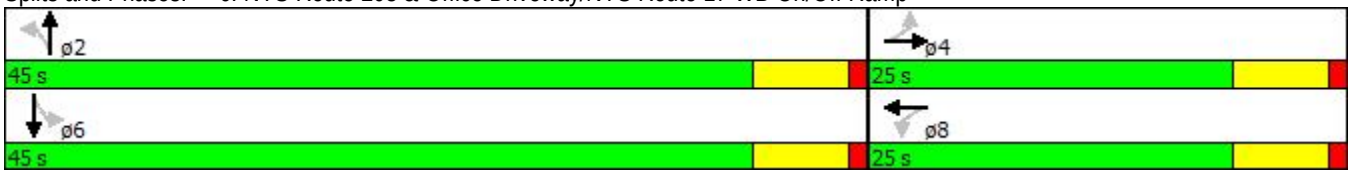
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.60			1.26	0.32		0.71	0.22		1.60	
Control Delay		22.7			168.0	0.5		16.6	0.3		298.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.5		16.6	0.3		298.3	
Queue Length 50th (ft)		34			~231	0		194	0		~556	
Queue Length 95th (ft)		#103			#391	0		319	0		#770	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		953	1607		544	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.32		0.71	0.22		1.60	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	491	49	601	336	137	673	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1928	1904	1891	1872	1854	1872
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	626	0	143	701	26
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	186	120	260	444	18	438	97	885	895	176	705	25
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	440	443	958	1265	67	1615	76	1589	1607	208	1266	45
Grp Volume(v), veh/h	173	0	0	416	0	0	677	0	0	870	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1332	0	1615	1665	0	1607	1520	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	21.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	21.0	0.0	0.0	17.6	0.0	0.0	38.9	0.0	0.0
Prop In Lane	0.30		0.52	0.95		1.00	0.08		1.00	0.16		0.03
Lane Grp Cap(c), veh/h	619	0	0	500	0	438	1030	0	895	950	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.83	0.00	0.00	0.66	0.00	0.00	0.92	0.00	0.00
Avail Cap(c_a), veh/h	619	0	0	500	0	438	1030	0	895	950	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	25.6	0.0	0.0	10.5	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.8	0.0	0.0	3.3	0.0	0.0	14.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	9.3	0.0	0.0	9.1	0.0	0.0	19.0	0.0	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	36.4	0.0	0.0	13.8	0.0	0.0	29.8	0.0	0.0
LnGrp LOS	C			D			B			C		
Approach Vol, veh/h		173			416			677			870	
Approach Delay, s/veh		20.4			36.4			13.8			29.8	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		7.4		0.0		23.0
Green Ext Time (p_c), s		0.0		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1213	811	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.923	
Flt Protected		0.996			0.979	
Satd. Flow (prot)	0	1741	1723	0	1926	0
Flt Permitted		0.996			0.979	
Satd. Flow (perm)	0	1741	1723	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1251	836	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1351	869	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	27.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	1213	811	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	1251	836	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	869	0	-	0	2304	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1451	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	784	-	-	-	~ 33	345
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	185	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	784	-	-	-	~ 19	345
Mov Cap-2 Maneuver	-	-	-	-	~ 19	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	108	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	$ 725.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	784	-	41	-	-
HCM Lane V/C Ratio	0.128	-	2.112	-	-
HCM Control Delay (s)	10.3	0	$ 725.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	9.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1211	826	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1275	869	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1315	876	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	1211	826	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	1275	869	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2228	873	877	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	1355	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	34	352	779	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	352	779	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	157	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	53.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	779	-	97	-	-
HCM Lane V/C Ratio	0.051	-	0.239	-	-
HCM Control Delay (s)	9.9	0	53.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1109	784	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.989	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1816	0
Flt Permitted	0.959					
Satd. Flow (perm)	1698	0	0	1810	1816	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1167	825	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1178	900	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	210.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	1109	784	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1167	825	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2051	863	900	0	-	0
Stage 1	863	-	-	-	-	-
Stage 2	1188	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 49	340	763	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 47	340	763	-	-	-
Mov Cap-2 Maneuver	~ 47	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1903.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	53	-	-
HCM Lane V/C Ratio	0.014	-	4.886	-	-
HCM Control Delay (s)	9.8	$	1903.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	29.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1316	850	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1371	885	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1377	887	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1316	850	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1371	885	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2269	886	888	0	-	0
Stage 1	886	-	-	-	-	-
Stage 2	1383	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	40	338	771	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	338	771	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	211	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	771	-	106	-	-
HCM Lane V/C Ratio	0.008	-	0.069	-	-
HCM Control Delay (s)	9.7	0	41.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	1082	91	23	753	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.990			0.996	
Flt Protected		0.969			0.957			0.998			0.999	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1804	0	0	1799	0
Flt Permitted		0.969			0.957			0.954			0.951	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1724	0	0	1713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	1104	93	23	768	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1241	0	0	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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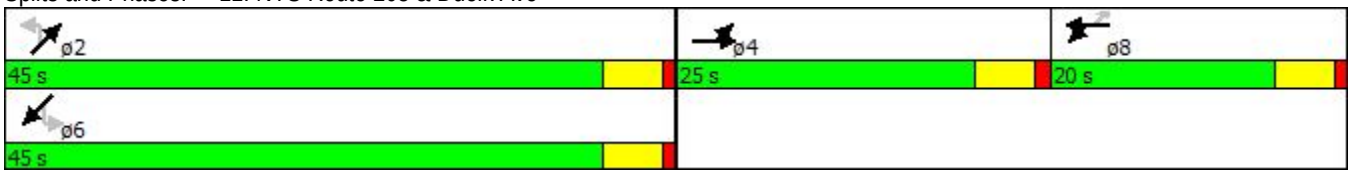
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.34			0.32	0.08		1.10			0.73	
Control Delay		29.2			32.4	0.6		78.8			17.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		78.8			17.6	
Queue Length 50th (ft)		21			30	0		~677			250	
Queue Length 95th (ft)		57			68	0		#1011			#559	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1129			1121	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		1.10			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 90
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	1082	91	23	753	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1889	1910	1910	1871	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	1104	93	23	768	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	64	12	24	111	13	107	82	1045	87	73	1100	34
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1155	215	430	1699	206	1640	35	1634	135	21	1719	53
Grp Volume(v), veh/h	67	0	0	74	0	23	1241	0	0	815	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1804	0	0	1792	0	0
Q Serve(g_s), s	2.3	0.0	0.0	2.4	0.0	0.8	22.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.8	40.0	0.0	0.0	17.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.07	0.03		0.03
Lane Grp Cap(c), veh/h	99	0	0	124	0	107	1214	0	0	1206	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.60	0.00	0.22	1.02	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	576	0	0	457	0	393	1214	0	0	1206	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.4	0.0	27.7	12.0	0.0	0.0	7.2	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	4.5	0.0	1.0	31.6	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.4	31.2	0.0	0.0	9.8	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	32.9	0.0	28.7	43.5	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		67			97			1241			815	
Approach Delay, s/veh		32.0			31.9			43.5			10.3	
Approach LOS		C			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.4		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.3		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	1116	776	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.998	
Flt Protected	0.981			0.999		
Satd. Flow (prot)	1707	0	0	1817	1777	0
Flt Permitted	0.981			0.999		
Satd. Flow (perm)	1707	0	0	1817	1777	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	1127	784	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1159	797	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	1116	776	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	1127	784	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1982	790	797	0	-	0
Stage 1	790	-	-	-	-	-
Stage 2	1192	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	55	370	834	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	370	834	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	229	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	58.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	834	-	105	-	-
HCM Lane V/C Ratio	0.039	-	0.375	-	-
HCM Control Delay (s)	9.5	0	58.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	1108	22	3	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	1119	22	3	784
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1141	0	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	1108	22	3	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	1119	22	3	784

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1920	1130	0	0	1141	0
Stage 1	1130	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	103	275	-	-	620	-
Stage 1	376	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	275	-	-	620	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	38.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	127	620	-
HCM Lane V/C Ratio	-	-	0.151	0.005	-
HCM Control Delay (s)	-	-	38.3	10.8	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	1112	777	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1146	801	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1149	803	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	1112	777	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	1146	801	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1955	802	803	0	-	0
Stage 1	802	-	-	-	-	-
Stage 2	1153	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	57	370	830	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	370	830	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	264	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	43.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	830	-	97	-	-
HCM Lane V/C Ratio	0.004	-	0.043	-	-
HCM Control Delay (s)	9.4	0	43.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	1098	16	25	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	1132	16	26	789
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1148	0	0	815
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	1098	16	25	765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	1132	16	26	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1980	1140	0	0	1148	0
Stage 1	1140	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	86	263	-	-	616	-
Stage 1	349	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	263	-	-	616	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	41.5	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	131	616	-
HCM Lane V/C Ratio	-	-	0.252	0.042	-
HCM Control Delay (s)	-	-	41.5	11.1	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	1073	35	15	754	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.996			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	1106	36	15	777	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1149	0	0	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	1073	35	15	754	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	1106	36	15	777	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1961	1970	782	1957	1958	1124	788	0	0	1142	0	0
Stage 1	813	813	-	1139	1139	-	-	-	-	-	-	-
Stage 2	1148	1157	-	818	819	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	54	71	406	67	89	277	840	-	-	619	-	-
Stage 1	393	413	-	299	337	-	-	-	-	-	-	-
Stage 2	260	291	-	427	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	66	406	62	83	277	840	-	-	619	-	-
Mov Cap-2 Maneuver	47	66	-	62	83	-	-	-	-	-	-	-
Stage 1	384	395	-	292	329	-	-	-	-	-	-	-
Stage 2	238	284	-	399	431	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.5	94.7	0.1	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	840	-	-	84	74	619	-	-
HCM Lane V/C Ratio	0.009	-	-	0.577	0.279	0.025	-	-
HCM Control Delay (s)	9.3	0	-	94.7	71.5	11	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	1	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	1097	2	2	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1853	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1853	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	1119	2	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	1121	0	0	794
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	1097	2	2	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	1119	2	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1916	1120	0	0	1121	0
Stage 1	1120	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	104	278	-	-	631	-
Stage 1	379	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	103	278	-	-	631	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	29.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	631	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	29.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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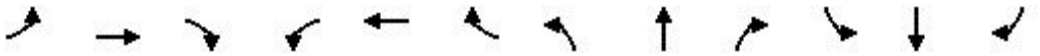

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	976	24	20	599	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.992	
Flt Protected		0.957			0.981			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Flt Permitted		0.957			0.981			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	996	24	20	611	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	1043	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	976	24	20	599	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	996	24	20	611	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1744	1739	631	1728	1747	1008	651	0	0	1020	0	0
Stage 1	672	672	-	1055	1055	-	-	-	-	-	-	-
Stage 2	1072	1067	-	673	692	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	80	476	77	96	303	945	-	-	688	-	-
Stage 1	432	441	-	292	323	-	-	-	-	-	-	-
Stage 2	254	284	-	465	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	72	476	70	86	303	945	-	-	688	-	-
Mov Cap-2 Maneuver	50	72	-	70	86	-	-	-	-	-	-	-
Stage 1	407	421	-	275	305	-	-	-	-	-	-	-
Stage 2	212	268	-	441	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	127.1	55.3	0.2	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	945	-	-	54	127	688	-	-
HCM Lane V/C Ratio	0.025	-	-	0.51	0.458	0.03	-	-
HCM Control Delay (s)	8.9	0	-	127.1	55.3	10.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	2	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1105	3	2	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1188	3	2	876
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1188	3	2	876
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	1105	3	2	815
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1188	3	2	876

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2069	1188	0	0	1188	0
Stage 1	1188	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	96	254	-	-	595	-
Stage 1	380	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	96	254	-	-	595	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	137	595	-
HCM Lane V/C Ratio	-	-	0.228	0.004	-
HCM Control Delay (s)	-	-	38.9	11.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	20	359	33	33	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.989			
Flt Protected	0.984					0.994
Satd. Flow (prot)	1668	0	1805	0	0	1852
Flt Permitted	0.984					0.994
Satd. Flow (perm)	1668	0	1805	0	0	1852
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	11	22	403	37	37	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	440	0	0	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	20	359	33	33	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	403	37	37	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	780	422	0	0	440	0
Stage 1	422	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	364	632	-	-	1120	-
Stage 1	662	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	350	632	-	-	1120	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	12.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	498	1120	-
HCM Lane V/C Ratio	-	-	0.068	0.033	-
HCM Control Delay (s)	-	-	12.8	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	866	232	33	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1845
Flt Permitted	0.950				0.112	
Satd. Flow (perm)	1770	1583	1900	1599	202	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		160		239		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	151	160	893	239	34	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	160	893	239	34	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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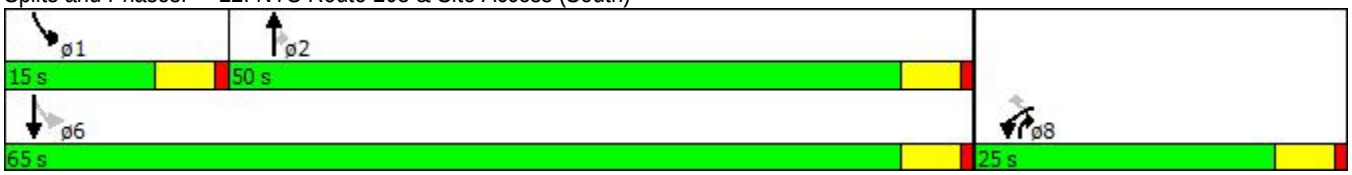
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.47	0.38	0.80	0.16	0.13	0.55
Control Delay	31.8	8.4	18.8	0.5	5.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	8.4	18.8	0.5	5.2	8.1
Queue Length 50th (ft)	53	0	175	0	4	105
Queue Length 95th (ft)	124	47	#648	9	14	232
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	632	668	1438	1523	398	1633
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.62	0.16	0.09	0.40

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 61.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	155	866	232	33	632
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1845
Adj Flow Rate, veh/h	151	160	893	239	34	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	1	2	2	3
Cap, veh/h	260	232	1036	1106	275	1240
Arrive On Green	0.15	0.15	0.55	0.55	0.04	0.67
Sat Flow, veh/h	1774	1583	1900	1599	1774	1845
Grp Volume(v), veh/h	151	160	893	239	34	652
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1845
Q Serve(g_s), s	4.4	5.3	22.3	3.0	0.4	9.9
Cycle Q Clear(g_c), s	4.4	5.3	22.3	3.0	0.4	9.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	260	232	1036	1106	275	1240
V/C Ratio(X)	0.58	0.69	0.86	0.22	0.12	0.53
Avail Cap(c_a), veh/h	642	573	1548	1537	531	2004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	22.4	10.8	3.1	9.4	4.6
Incr Delay (d2), s/veh	0.8	1.4	2.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.4	12.1	1.9	0.2	4.9
LnGrp Delay(d),s/veh	22.8	23.7	13.1	3.1	9.5	4.7
LnGrp LOS	C	C	B	A	A	A
Approach Vol, veh/h	311		1132			686
Approach Delay, s/veh	23.3		11.0			4.9
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.0	35.1				42.1		13.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.4	23.3				12.9		7.3
Green Ext Time (p_c), s	0.0	6.8				7.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

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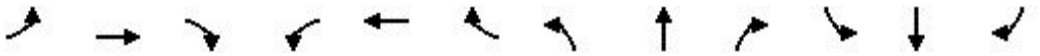

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	320	31	16	258	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	360	35	18	290	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	395	0	0	309	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	320	31	16	258	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	360	35	18	290	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	394	0	0	704	704	377	706	720	290
Stage 1	-	-	-	-	-	-	377	377	-	326	326	-
Stage 2	-	-	-	-	-	-	327	327	-	380	394	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1282	-	-	1176	-	-	383	394	688	340	342	748
Stage 1	-	-	-	-	-	-	676	646	-	678	640	-
Stage 2	-	-	-	-	-	-	715	675	-	633	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1282	-	-	1176	-	-	377	387	688	332	336	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	387	-	332	336	-
Stage 1	-	-	-	-	-	-	676	646	-	678	628	-
Stage 2	-	-	-	-	-	-	701	663	-	627	596	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.6	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1282	-	-	1176	-	-	460
HCM Lane V/C Ratio	0.049	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.6	0	-	-	8.1	0	-	12.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	33	260	379	154	40	141	312	205	140	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.897			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1728	0	1652	1670	1583	1599	1514	0	1695	1701	0
Flt Permitted	0.531			0.194			0.625			0.145		
Satd. Flow (perm)	851	1728	0	335	1670	1510	1031	1514	0	259	1701	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				159					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	34	268	391	159	41	145	322	211	144	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	427	0	268	391	159	41	467	0	211	212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	10.0	28.0		20.0	38.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.17	0.90		0.80	0.63	0.18	0.14	1.50		0.65	0.35	
Control Delay	32.2	59.7		45.0	33.7	1.6	21.5	270.4		31.5	26.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	59.7		45.0	33.7	1.6	21.5	270.4		31.5	26.0	
Queue Length 50th (ft)	25	262		151	240	0	16	~428		92	97	
Queue Length 95th (ft)	59	#486		#248	337	16	39	#672		164	172	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	322	502		396	689	954	378	312		403	606	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.85		0.68	0.57	0.17	0.11	1.50		0.52	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 98.1
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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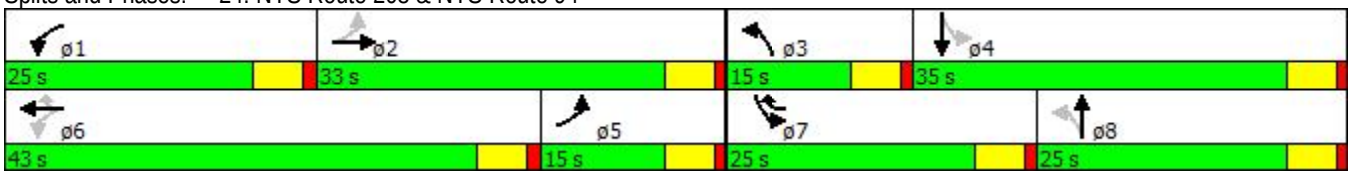
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	33	260	379	154	40	141	312	205	140	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.98	0.98		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1816	1881	1863	1727	1863	1742	1803	1881	1845	1814	1919
Adj Flow Rate, veh/h	51	393	34	268	391	159	41	145	322	211	144	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	404	422	36	367	447	583	347	108	239	281	356	168
Arrive On Green	0.19	0.28	0.28	0.16	0.26	0.26	0.03	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1654	1481	128	1774	1727	1553	1659	491	1090	1757	1159	547
Grp Volume(v), veh/h	51	0	427	268	391	159	41	0	467	211	0	212
Grp Sat Flow(s),veh/h/ln	1654	0	1609	1774	1727	1553	1659	0	1581	1757	0	1706
Q Serve(g_s), s	0.0	0.0	23.6	12.6	19.8	2.9	1.7	0.0	20.0	8.0	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	23.6	12.6	19.8	2.9	1.7	0.0	20.0	8.0	0.0	9.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.69	1.00		0.32
Lane Grp Cap(c), veh/h	404	0	458	367	447	583	347	0	347	281	0	525
V/C Ratio(X)	0.13	0.00	0.93	0.73	0.88	0.27	0.12	0.00	1.35	0.75	0.00	0.40
Avail Cap(c_a), veh/h	404	0	494	468	719	828	485	0	347	464	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	31.8	32.4	32.4	6.8	26.6	0.0	35.6	24.2	0.0	25.0
Incr Delay (d2), s/veh	0.1	0.0	23.1	2.8	4.2	0.1	0.1	0.0	174.4	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	13.4	6.4	10.0	1.5	0.8	0.0	25.5	3.9	0.0	4.3
LnGrp Delay(d),s/veh	29.9	0.0	54.8	35.2	36.6	6.9	26.7	0.0	210.0	25.7	0.0	25.2
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		478			818			508			423	
Approach Delay, s/veh		52.2			30.4			195.2			25.4	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	31.0	7.4	33.1	22.2	28.6	15.5	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	14.6	25.6	3.7	11.0	2.0	21.8	10.0	22.0
Green Ext Time (p_c), s	0.2	0.4	0.0	2.5	1.1	1.8	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.7
HCM 2010 LOS	E

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	1004	625	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	1024	638	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	1041	638	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	1004	625	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	1024	638	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1697	638	638	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	94	472	956	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	472	956	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	956	-	195	-	-
HCM Lane V/C Ratio	0.018	-	0.314	-	-
HCM Control Delay (s)	8.8	0	31.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	166	816	229	312	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975					0.986
Satd. Flow (prot)	1658	0	1818	1575	0	1829
Flt Permitted	0.975					0.393
Satd. Flow (perm)	1658	0	1818	1575	0	729
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	62			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	171	841	236	322	844
Shared Lane Traffic (%)						
Lane Group Flow (vph)	350	0	841	236	0	1166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.92		0.72	0.15		2.50
Control Delay	54.3		13.1	0.2		696.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	54.3		13.1	0.2		696.8
LOS	D		B	A		F
Approach Delay	54.3		10.3			696.8
Approach LOS	D		B			F
Queue Length 50th (ft)	122		212	0		~671
Queue Length 95th (ft)	#271		349	0		#904
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	395		1164	1575		467
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.89		0.72	0.15		2.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.50			
Intersection Signal Delay: 324.9		Intersection LOS: F	
Intersection Capacity Utilization 136.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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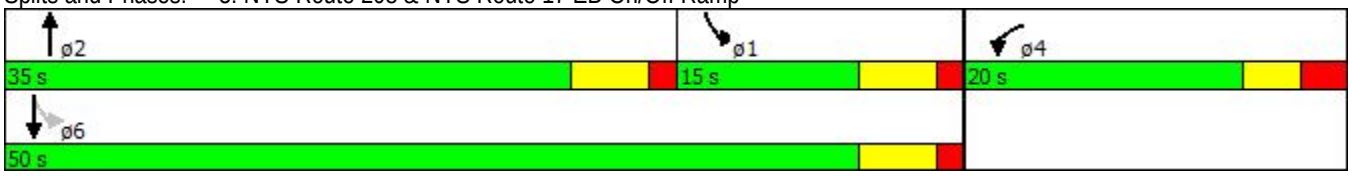
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	166	816	229	312	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1658		1818	1575		1830
Flt Permitted	0.98		1.00	1.00		0.39
Satd. Flow (perm)	1658		1818	1575		730
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	171	841	236	322	844
RTOR Reduction (vph)	50	0	0	0	0	0
Lane Group Flow (vph)	300	0	841	236	0	1166
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.9		44.5	69.4		44.5
Effective Green, g (s)	13.9		44.5	69.4		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	332		1165	1575		468
v/s Ratio Prot	c0.18		0.46			
v/s Ratio Perm				0.15		c1.60
v/c Ratio	0.90		0.72	0.15		2.49
Uniform Delay, d1	27.1		8.3	0.0		12.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	26.2		3.9	0.2		677.5
Delay (s)	53.3		12.2	0.2		690.0
Level of Service	D		B	A		F
Approach Delay (s)	53.3		9.6			690.0
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	321.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.27		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	136.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

BUILD CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	443	251	0	427	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1721	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1721	0	0	1828	1783	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	49.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	521	295	0	502	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	816	0	0	502	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	19.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	443	251	0	427	229	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	521	295	0	502	269	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	816	0	1171	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	820	-	~ 258	488
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	820	-	~ 258	488
Mov Cap-2 Maneuver	-	-	-	-	~ 258	-
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	659	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.8
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	820	-	259
HCM Lane V/C Ratio	-	-	-	-	1.049
HCM Control Delay (s)	-	-	0	-	111.8
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	19	53	343	4	18	381	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.923			0.999			0.996	
Flt Protected		0.988			0.997			0.993			0.998	
Satd. Flow (prot)	0	1668	0	0	1732	0	0	1769	0	0	1819	0
Flt Permitted		0.988			0.997			0.993			0.998	
Satd. Flow (perm)	0	1668	0	0	1732	0	0	1769	0	0	1819	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	20	56	365	4	19	405	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	35	0	0	425	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	19	53	343	4	18	381	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	20	56	365	4	19	405	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	946	932	412	958	936	367	418	0	0	369	0	0
Stage 1	450	450	-	480	480	-	-	-	-	-	-	-
Stage 2	496	482	-	478	456	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	224	255	631	312	346	719	1141	-	-	1038	-	-
Stage 1	565	561	-	652	637	-	-	-	-	-	-	-
Stage 2	532	542	-	653	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	233	631	260	317	719	1141	-	-	1038	-	-
Mov Cap-2 Maneuver	197	233	-	260	317	-	-	-	-	-	-	-
Stage 1	530	548	-	612	598	-	-	-	-	-	-	-
Stage 2	475	508	-	580	633	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	13.5	1.1	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1141	-	-	342	459	1038	-	-
HCM Lane V/C Ratio	0.049	-	-	0.212	0.076	0.018	-	-
HCM Control Delay (s)	8.3	0	-	18.3	13.5	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.2	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	29	28	218	218	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.895				0.999	
Flt Protected	0.989			0.994		
Satd. Flow (prot)	1707	0	0	1819	1879	0
Flt Permitted	0.989			0.994		
Satd. Flow (perm)	1707	0	0	1819	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	32	31	240	240	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	271	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	29	28	218	218	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	32	31	240	240	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	542	241	242	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	553	819	1336	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	819	1336	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1336	-	736	-	-
HCM Lane V/C Ratio	0.023	-	0.055	-	-
HCM Control Delay (s)	7.8	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	154	842	36	125	853
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.994			
Flt Protected	0.992					0.994
Satd. Flow (prot)	1533	0	1884	0	0	1898
Flt Permitted	0.992					0.994
Satd. Flow (perm)	1533	0	1884	0	0	1898
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	166	905	39	134	917
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	944	0	0	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	154	842	36	125	853
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	166	905	39	134	917

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2111	925	0	0	944	0
Stage 1	925	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	184	402	-	-	735	-
Stage 1	651	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	402	-	-	735	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.7	0	1.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	282	735	-
HCM Lane V/C Ratio	-	-	0.709	0.183	-
HCM Control Delay (s)	-	-	43.7	11	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	4.9	0.7	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	88	645	228	351	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933			0.850		
Flt Protected	0.975					0.982
Satd. Flow (prot)	1609	0	1853	1560	0	1861
Flt Permitted	0.975					0.506
Satd. Flow (perm)	1609	0	1853	1560	0	959
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	64			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	94	686	243	373	619
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	686	243	0	992
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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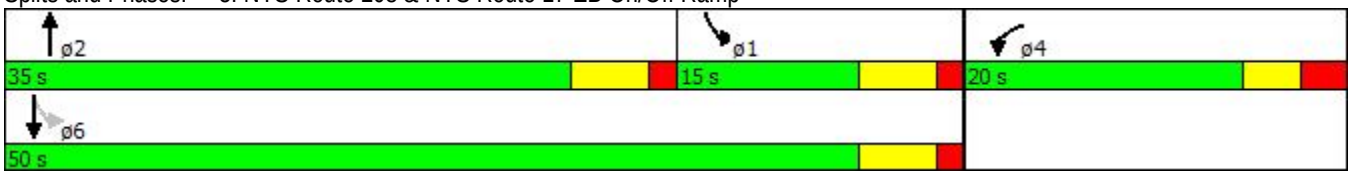
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.66		0.54	0.16		1.51
Control Delay	28.5		7.8	0.2		256.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.5		7.8	0.2		256.0
Queue Length 50th (ft)	47		111	0		~565
Queue Length 95th (ft)	106		236	0		#847
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	408		1268	1560		656
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.54	0.16		1.51

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.2	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	88	645	228	351	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1610		1853	1560		1860
Flt Permitted	0.98		1.00	1.00		0.51
Satd. Flow (perm)	1610		1853	1560		959
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	94	686	243	373	619
RTOR Reduction (vph)	55	0	0	0	0	0
Lane Group Flow (vph)	135	0	686	243	0	992
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.5		44.6	65.1		44.6
Effective Green, g (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	234		1269	1560		657
v/s Ratio Prot	c0.08		0.37			
v/s Ratio Perm				0.16		c1.03
v/c Ratio	0.58		0.54	0.16		1.51
Uniform Delay, d1	25.9		5.1	0.0		10.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.1		1.7	0.2		237.3
Delay (s)	28.1		6.8	0.2		247.5
Level of Service	C		A	A		F
Approach Delay (s)	28.1		5.1			247.5
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	121.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	88	645	228	351	582
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1769	1910	1853	1835	1919	1895
Adj Flow Rate, veh/h	96	0	686	0	373	619
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	123	0	912	768	100	56
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1668	0	1853	1560	24	76
Grp Volume(v), veh/h	97	0	686	0	992	0
Grp Sat Flow(s),veh/h/ln	1685	0	1853	1560	99	0
Q Serve(g_s), s	3.4	0.0	17.9	0.0	34.5	0.0
Cycle Q Clear(g_c), s	3.4	0.0	17.9	0.0	34.5	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	125	0	912	768	0	0
V/C Ratio(X)	0.78	0.00	0.75	0.00	0.00	0.00
Avail Cap(c_a), veh/h	408	0	912	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	12.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	5.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.4	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.2	0.0	18.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		686			992
Approach Delay, s/veh	31.2		18.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.9		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.4		36.5		
Green Ext Time (p_c), s		0.0		0.1		1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	303	51	462	229	107	689	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.995			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1885	1607	0	1705	0
Flt Permitted		0.784			0.739			0.870			0.860	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1648	1607	0	1475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				309			234		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	309	52	471	234	109	703	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	309	0	523	234	0	847	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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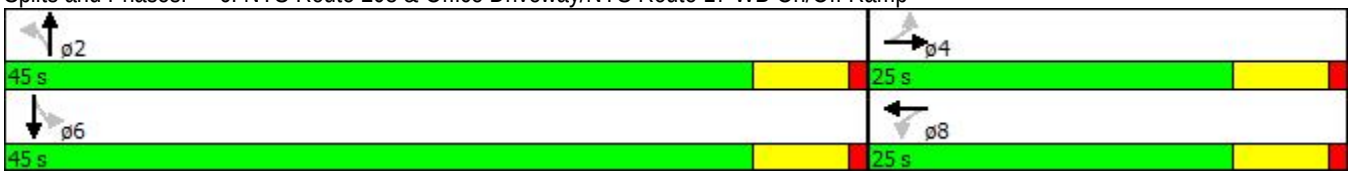
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.35			0.74	0.19		0.53	0.15		0.96	
Control Delay		15.7			38.8	0.3		11.2	0.2		39.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.3		11.2	0.2		39.1	
Queue Length 50th (ft)		20			83	0		113	0		291	
Queue Length 95th (ft)		59			153	0		219	0		#610	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		882	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.19		0.53	0.15		0.96	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.6
Natural Cycle: 75
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	303	51	462	229	107	689	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.96	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1630			1787	1631		1885	1607		1705	
Flt Permitted		0.78			0.74	1.00		0.87	1.00		0.86	
Satd. Flow (perm)		1301			1381	1631		1648	1607		1476	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	42	20	53	203	21	309	52	471	234	109	703	35
RTOR Reduction (vph)	0	41	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	74	0	0	224	309	0	523	234	0	845	0
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Effective Green, g (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		285			303	1631		984	1607		882	
v/s Ratio Prot												
v/s Ratio Perm		0.06			c0.16	0.19		0.32	0.15		c0.57	
v/c Ratio		0.26			0.74	0.19		0.53	0.15		0.96	
Uniform Delay, d1		21.2			23.9	0.0		7.8	0.0		12.4	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.2			7.9	0.3		2.1	0.2		21.7	
Delay (s)		21.4			31.7	0.3		9.8	0.2		34.1	
Level of Service		C			C	A		A	A		C	
Approach Delay (s)		21.4			13.5			6.9			34.1	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	303	51	462	229	107	689	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1894	1891	1872	1849	1872
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	471	0	109	703	35
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	156	76	131	348	25	287	130	1040	1013	169	905	43
Arrive On Green	0.21	0.18	0.18	0.21	0.18	0.00	0.66	0.63	0.00	0.66	0.63	0.63
Sat Flow, veh/h	436	433	743	1347	139	1631	104	1650	1607	164	1436	69
Grp Volume(v), veh/h	115	0	0	224	0	0	523	0	0	847	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1486	0	1631	1754	0	1607	1669	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.3	0.0	0.0	8.5	0.0	0.0	21.3	0.0	0.0
Prop In Lane	0.37		0.46	0.91		1.00	0.10		1.00	0.13		0.04
Lane Grp Cap(c), veh/h	415	0	0	420	0	287	1226	0	1013	1171	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.53	0.00	0.00	0.43	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	599	0	501	1226	0	1013	1171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	23.3	0.0	0.0	5.8	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.1	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.4	0.0	0.0	4.4	0.0	0.0	10.2	0.0	0.0
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.7	0.0	0.0	6.8	0.0	0.0	11.7	0.0	0.0
LnGrp LOS	C			C			A			B		
Approach Vol, veh/h		115			224			523			847	
Approach Delay, s/veh		22.4			23.7			6.8			11.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		16.9		45.0		16.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.7		0.0		10.3
Green Ext Time (p_c), s		0.0		0.8		0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	941	891	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	951	900	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	984	911	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	941	891	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	951	900	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	1923	906
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	1017	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	756	-	-	-	60	321
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	54	321
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	286	-

Approach	NB	SB	SE
HCM Control Delay, s	0.3	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	756	-	215	-	-
HCM Lane V/C Ratio	0.044	-	0.376	-	-
HCM Control Delay (s)	10	0	31.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	930	883	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1826	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1826	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	939	892	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	958	902	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	930	883	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	939	892	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1875	897	902	0	-	0
Stage 1	897	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	80	341	762	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	341	762	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.8	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	762	-	182	-	-
HCM Lane V/C Ratio	0.025	-	0.133	-	-
HCM Control Delay (s)	9.8	0	27.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	791	811	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.988	
Flt Protected	0.958					
Satd. Flow (prot)	1660	0	0	1810	1831	0
Flt Permitted	0.958					
Satd. Flow (perm)	1660	0	0	1810	1831	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	807	828	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	815	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	791	811	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	807	828	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1689	866	905	0	-	0
Stage 1	866	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	~ 86	315	760	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 84	315	760	-	-	-
Mov Cap-2 Maneuver	~ 84	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	209.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	760	-	93	-	-
HCM Lane V/C Ratio	0.011	-	1.108	-	-
HCM Control Delay (s)	9.8	0	209.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	6.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	872	881	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	958	968	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	965	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	872	881	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	958	968	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1941	970	973	0	-	0
Stage 1	970	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	65	302	717	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	302	717	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	344	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	717	-	112	-	-
HCM Lane V/C Ratio	0.009	-	0.108	-	-
HCM Control Delay (s)	10.1	0	41	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	846	61	20	808	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.991			0.997	
Flt Protected		0.979			0.959			0.998			0.999	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1789	0	0	1819	0
Flt Permitted		0.979			0.959			0.960			0.970	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1721	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		5			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	881	64	21	842	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	976	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.30			0.33	0.09		0.84			0.74	
Control Delay		26.2			31.5	0.6		22.7			17.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		22.7			17.2	
Queue Length 50th (ft)		15			32	0		357			281	
Queue Length 95th (ft)		49			72	0		#723			#613	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1168			1197	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.84			0.74	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 66.1	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	846	61	20	808	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.95			1.00	0.85		0.99			1.00	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1895			2054	1751		1790			1818	
Flt Permitted		0.98			0.96	1.00		0.96			0.97	
Satd. Flow (perm)		1895			2054	1751		1721			1767	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	14	19	70	11	25	31	881	64	21	842	21
RTOR Reduction (vph)	0	18	0	0	0	23	0	2	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	81	2	0	974	0	0	883	0
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		3.9			6.8	6.8		43.7			43.7	
Effective Green, g (s)		3.9			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.06			0.10	0.10		0.63			0.63	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		106			201	171		1083			1112	
v/s Ratio Prot		c0.02			c0.04							
v/s Ratio Perm						0.00		c0.57			0.50	
v/c Ratio		0.37			0.40	0.01		0.90			0.79	
Uniform Delay, d1		31.6			29.4	28.3		11.0			9.5	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.8			1.3	0.0		11.8			5.9	
Delay (s)		32.4			30.7	28.3		22.8			15.4	
Level of Service		C			C	C		C			B	
Approach Delay (s)		32.4			30.1			22.8			15.4	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	13	18	67	11	24	30	846	61	20	808	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1916	1881	1948	2025	1947	1910	1871	1910	1910	1889	1910
Adj Flow Rate, veh/h	24	14	19	70	11	25	31	881	64	21	842	21
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	38	22	30	113	18	112	77	1061	76	71	1147	28
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	747	436	591	1678	264	1655	27	1653	118	18	1787	44
Grp Volume(v), veh/h	57	0	0	81	0	25	976	0	0	884	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1942	0	1655	1798	0	0	1849	0	0
Q Serve(g_s), s	2.0	0.0	0.0	2.5	0.0	0.9	5.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.5	0.0	0.9	25.6	0.0	0.0	19.8	0.0	0.0
Prop In Lane	0.42		0.33	0.86		1.00	0.03		0.07	0.02		0.02
Lane Grp Cap(c), veh/h	89	0	0	131	0	112	1213	0	0	1245	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.22	0.80	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	569	0	0	467	0	398	1213	0	0	1245	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.3	0.0	27.5	8.5	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	4.7	0.0	1.0	5.7	0.0	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.5	0.0	0.4	14.4	0.0	0.0	11.3	0.0	0.0
LnGrp Delay(d),s/veh	31.9	0.0	0.0	33.0	0.0	28.5	14.2	0.0	0.0	11.0	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		57			106			976			884	
Approach Delay, s/veh		31.9			31.9			14.2			11.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.1		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.0		0.0		4.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	858	816	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1726	0	0	1816	1797	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1726	0	0	1816	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	876	833	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	912	844	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	858	816	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	876	833	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1785	838	844	0	-	0
Stage 1	838	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	74	352	801	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	352	801	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	33.6	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	801	-	169	-	-
HCM Lane V/C Ratio	0.045	-	0.26	-	-
HCM Control Delay (s)	9.7	0	33.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	856	13	1	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1815	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1815	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	873	13	1	832
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	886	0	0	833
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	856	13	1	815
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	873	13	1	832

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1714	880	0	0	887	0
Stage 1	880	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	376	-	-	772	-
Stage 1	473	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	376	-	-	772	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	33.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	141	772	-
HCM Lane V/C Ratio	-	-	0.094	0.001	-
HCM Control Delay (s)	-	-	33.2	9.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	853	814	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1837	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1837	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	907	866	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	911	869	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	853	814	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	907	866	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1784	868	869	0	-	0
Stage 1	868	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	75	338	784	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	338	784	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	35.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	784	-	121	-	-
HCM Lane V/C Ratio	0.005	-	0.035	-	-
HCM Control Delay (s)	9.6	0	35.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	845	11	18	806
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	899	12	19	857
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	911	0	0	876
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	845	11	18	806
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	899	12	19	857

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1801	905	0	0	911	0
Stage 1	905	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	108	355	-	-	756	-
Stage 1	440	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	103	355	-	-	756	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.8	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	185	756	-
HCM Lane V/C Ratio	-	-	0.184	0.025	-
HCM Control Delay (s)	-	-	28.8	9.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	837	18	5	807	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.997			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1874	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1874	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	872	19	5	841	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	901	0	0	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	837	18	5	807	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	872	19	5	841	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1762	1764	843	1758	1757	881	845	0	0	891	0	0
Stage 1	853	853	-	902	902	-	-	-	-	-	-	-
Stage 2	909	911	-	856	855	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	70	94	375	86	115	375	800	-	-	769	-	-
Stage 1	361	397	-	377	417	-	-	-	-	-	-	-
Stage 2	337	374	-	397	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	91	375	82	111	375	800	-	-	769	-	-
Mov Cap-2 Maneuver	65	91	-	82	111	-	-	-	-	-	-	-
Stage 1	352	392	-	368	407	-	-	-	-	-	-	-
Stage 2	317	365	-	387	430	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	60.6	42.3	0.1	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	800	-	-	123	82	769	-	-
HCM Lane V/C Ratio	0.013	-	-	0.22	0.216	0.007	-	-
HCM Control Delay (s)	9.6	0	-	42.3	60.6	9.7	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.8	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	856	2	2	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	892	2	2	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	894	0	0	850
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	856	2	2	814
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	892	2	2	848

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1745	893	0	0	894	0
Stage 1	893	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	128	370	-	-	767	-
Stage 1	468	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	370	-	-	767	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	189	767	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	24.5	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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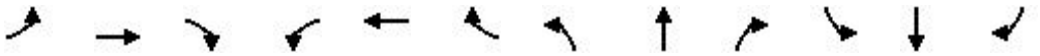

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	653	16	14	582	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.988	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	687	17	15	613	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	723	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	653	16	14	582	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	687	17	15	613	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1417	1415	644	1409	1438	696	675	0	0	704	0	0
Stage 1	673	673	-	734	734	-	-	-	-	-	-	-
Stage 2	744	742	-	675	704	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	107	128	468	127	146	454	926	-	-	903	-	-
Stage 1	432	440	-	432	447	-	-	-	-	-	-	-
Stage 2	393	408	-	464	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	120	468	120	137	454	926	-	-	903	-	-
Mov Cap-2 Maneuver	97	120	-	120	137	-	-	-	-	-	-	-
Stage 1	417	428	-	417	432	-	-	-	-	-	-	-
Stage 2	363	394	-	448	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.5	29.2	0.2	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	104	186	903	-	-
HCM Lane V/C Ratio	0.02	-	-	0.263	0.204	0.016	-	-
HCM Control Delay (s)	9	0	-	51.5	29.2	9.1	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	797	2	2	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	813	2	2	838
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	813	2	2	838
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	797	2	2	821
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	813	2	2	838

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1655	813	0	0	813	0
Stage 1	813	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	158	418	-	-	823	-
Stage 1	527	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	418	-	-	823	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	229	823	-
HCM Lane V/C Ratio	-	-	0.018	0.002	-
HCM Control Delay (s)	-	-	21	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	25	234	29	29	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.985			
Flt Protected	0.983					0.994
Satd. Flow (prot)	1668	0	1798	0	0	1868
Flt Permitted	0.983					0.994
Satd. Flow (perm)	1668	0	1798	0	0	1868
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	91%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	14	27	257	32	32	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	289	0	0	250
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	25	234	29	29	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	14	27	257	32	32	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	555	273	0	0	289	0
Stage 1	273	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	493	766	-	-	1273	-
Stage 1	773	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	766	-	-	1273	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.1	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	636	1273	-
HCM Lane V/C Ratio	-	-	0.066	0.025	-
HCM Control Delay (s)	-	-	11.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	188	25	653	205	29	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1693
Flt Permitted	0.950				0.135	
Satd. Flow (perm)	1770	1583	1900	1599	243	1693
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		29		241		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Parking (#/hr)						0
Adj. Flow (vph)	221	29	768	241	34	740
Shared Lane Traffic (%)						
Lane Group Flow (vph)	221	29	768	241	34	740
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.14
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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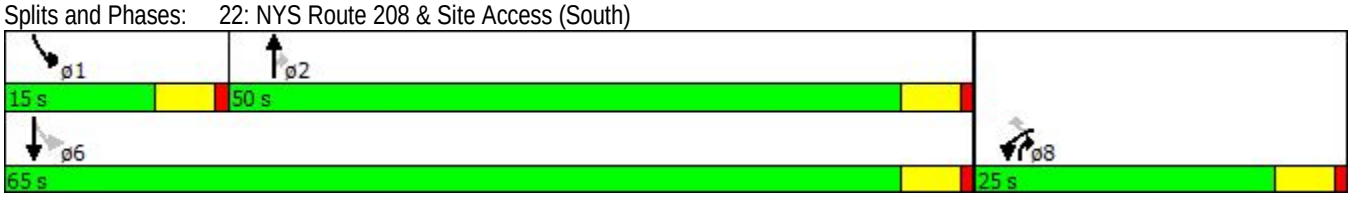
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.54	0.08	0.78	0.16	0.12	0.77
Control Delay	29.1	11.0	19.3	0.5	6.0	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	11.0	19.3	0.5	6.0	15.2
Queue Length 50th (ft)	63	0	155	0	4	158
Queue Length 95th (ft)	164	19	418	8	14	303
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	714	656	1492	1506	434	1516
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.04	0.51	0.16	0.08	0.49

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 57.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	188	25	653	205	29	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1900	1599	1711	1693
Flt Permitted	0.95	1.00	1.00	1.00	0.14	1.00
Satd. Flow (perm)	1770	1583	1900	1599	243	1693
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	221	29	768	241	34	740
RTOR Reduction (vph)	0	23	0	67	0	0
Lane Group Flow (vph)	221	6	768	174	34	740
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Parking (#/hr)						0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	13.2	13.2	29.7	42.9	36.3	36.3
Effective Green, g (s)	13.2	13.2	29.7	42.9	36.3	36.3
Actuated g/C Ratio	0.22	0.22	0.50	0.72	0.61	0.61
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	392	351	948	1287	187	1032
v/s Ratio Prot	c0.12		c0.40	0.03	0.00	c0.44
v/s Ratio Perm		0.00		0.08	0.11	
v/c Ratio	0.56	0.02	0.81	0.14	0.18	0.72
Uniform Delay, d1	20.6	18.1	12.5	2.6	9.0	8.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.0	5.0	0.0	0.2	2.0
Delay (s)	21.7	18.1	17.6	2.6	9.1	10.0
Level of Service	C	B	B	A	A	B
Approach Delay (s)	21.3		14.0			10.0
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	188	25	653	205	29	629
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	221	29	768	241	34	740
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	293	261	961	1073	301	1205
Arrive On Green	0.17	0.17	0.51	0.51	0.04	0.64
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	221	29	768	241	34	740
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	6.1	0.8	17.2	3.0	0.4	12.0
Cycle Q Clear(g_c), s	6.1	0.8	17.2	3.0	0.4	12.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	293	261	961	1073	301	1205
V/C Ratio(X)	0.75	0.11	0.80	0.22	0.11	0.61
Avail Cap(c_a), veh/h	690	615	1662	1663	580	2194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	18.3	10.5	3.3	8.4	5.5
Incr Delay (d2), s/veh	1.5	0.1	0.6	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.4	9.1	2.0	0.2	6.0
LnGrp Delay(d),s/veh	22.0	18.3	11.1	3.3	8.5	5.7
LnGrp LOS	C	B	B	A	A	A
Approach Vol, veh/h	250		1009			774
Approach Delay, s/veh	21.6		9.3			5.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.9	31.0				38.0		13.5
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.4	19.2				14.0		8.1
Green Ext Time (p_c), s	0.0	6.8				7.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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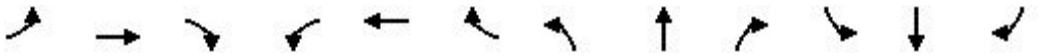

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	204	21	10	209	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.935				
Flt Protected					0.998			0.975			0.950	
Satd. Flow (prot)	0	1800	0	0	1782	0	0	1749	0	0	1796	0
Flt Permitted					0.998			0.975			0.950	
Satd. Flow (perm)	0	1800	0	0	1782	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	215	22	11	220	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	231	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	204	21	10	209	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	215	22	11	220	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	237	0	0	469	469	226	474	480	220
Stage 1	-	-	-	-	-	-	228	228	-	241	241	-
Stage 2	-	-	-	-	-	-	241	241	-	233	239	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1361	-	-	1342	-	-	535	522	829	491	475	820
Stage 1	-	-	-	-	-	-	799	738	-	757	700	-
Stage 2	-	-	-	-	-	-	788	729	-	765	702	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1342	-	-	531	517	829	481	470	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	517	-	481	470	-
Stage 1	-	-	-	-	-	-	798	737	-	756	694	-
Stage 2	-	-	-	-	-	-	781	722	-	755	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.8	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	1361	-	-	1342	-	-	481
HCM Lane V/C Ratio	0.034	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.8	7.6	0	-	7.7	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	40	281	279	159	40	121	258	183	121	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.982				0.850		0.898			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1760	0	1668	1818	1599	1727	1571	0	1728	1836	0
Flt Permitted	0.570			0.208			0.647			0.144		
Satd. Flow (perm)	948	1760	0	362	1818	1525	1152	1571	0	262	1836	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	45	316	313	179	45	136	290	206	136	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	370	0	316	313	179	45	426	0	206	175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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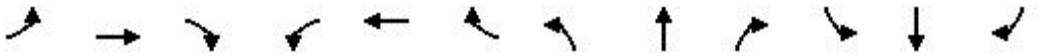

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	16.0	33.0		25.0	42.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	14.8%	30.6%		23.1%	38.9%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	11.0	28.0		20.0	37.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.87	0.46	0.20	0.13	1.27		0.61	0.26	
Control Delay	30.8	55.3		51.9	29.0	1.9	21.0	177.1		29.0	25.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.8	55.3		51.9	29.0	1.9	21.0	177.1		29.0	25.0	
Queue Length 50th (ft)	13	221		120	116	0	17	~361		88	80	
Queue Length 95th (ft)	35	#376		#351	278	17	41	#590		155	143	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	334	531		415	778	990	431	336		424	667	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.70		0.76	0.40	0.18	0.10	1.27		0.49	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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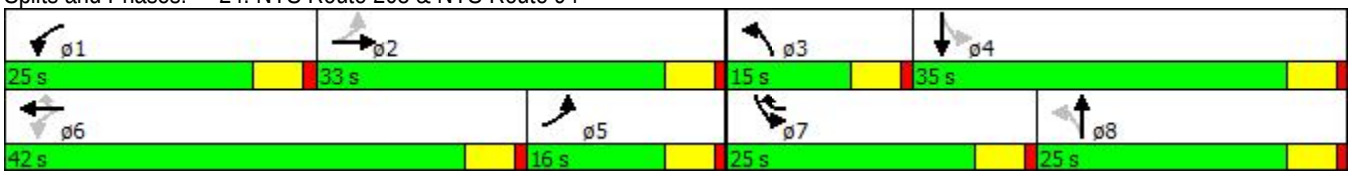
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	40	281	279	159	40	121	258	183	121	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1594	1760		1666	1818	1548	1706	1573		1728	1836	
Flt Permitted	0.57	1.00		0.21	1.00	1.00	0.65	1.00		0.14	1.00	
Satd. Flow (perm)	957	1760		365	1818	1548	1161	1573		263	1836	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	26	325	45	316	313	179	45	136	290	206	136	39
RTOR Reduction (vph)	0	4	0	0	0	89	0	0	0	0	9	0
Lane Group Flow (vph)	26	366	0	316	313	90	45	426	0	206	166	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	26.3	26.3		35.9	35.9	50.7	26.0	22.7		42.5	34.2	
Effective Green, g (s)	26.3	26.3		35.9	35.9	50.7	26.0	22.7		42.5	34.2	
Actuated g/C Ratio	0.26	0.26		0.36	0.36	0.50	0.26	0.23		0.42	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	295	460		346	649	780	318	355		326	624	
v/s Ratio Prot	0.01	c0.21		c0.15	0.17	0.02	0.00	c0.27		c0.09	0.09	
v/s Ratio Perm	0.02			c0.17		0.04	0.03			0.17		
v/c Ratio	0.09	0.79		0.91	0.48	0.12	0.14	1.20		0.63	0.27	
Uniform Delay, d1	28.2	34.6		27.0	25.1	13.1	28.4	38.9		22.2	24.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	8.6		27.1	0.2	0.0	0.1	114.0		2.9	0.1	
Delay (s)	28.2	43.2		54.1	25.3	13.1	28.4	152.9		25.1	24.1	
Level of Service	C	D		D	C	B	C	F		C	C	
Approach Delay (s)		42.2			33.9			141.0			24.6	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	40	281	279	159	40	121	258	183	121	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.98	0.73		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1865	1881	1881	1881	1881	1881	1869	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	45	316	313	179	45	136	290	206	136	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	497	358	50	431	381	493	396	116	248	279	436	125
Arrive On Green	0.24	0.25	0.25	0.20	0.20	0.20	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1439	199	1792	1881	1560	1791	524	1118	1792	1429	410
Grp Volume(v), veh/h	26	0	370	316	313	179	45	0	426	206	0	175
Grp Sat Flow(s),veh/h/ln	1720	0	1638	1792	1881	1560	1791	0	1642	1792	0	1839
Q Serve(g_s), s	0.0	0.0	19.7	15.5	14.3	3.2	1.7	0.0	20.0	7.5	0.0	6.6
Cycle Q Clear(g_c), s	0.0	0.0	19.7	15.5	14.3	3.2	1.7	0.0	20.0	7.5	0.0	6.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.68	1.00		0.22
Lane Grp Cap(c), veh/h	497	0	408	431	381	493	396	0	365	279	0	561
V/C Ratio(X)	0.05	0.00	0.91	0.73	0.82	0.36	0.11	0.00	1.17	0.74	0.00	0.31
Avail Cap(c_a), veh/h	497	0	509	478	773	818	544	0	365	478	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	32.8	35.3	34.4	8.4	26.0	0.0	35.0	23.8	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.0	15.6	4.2	1.7	0.2	0.0	0.0	101.5	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.7	8.0	7.7	1.7	0.9	0.0	19.3	3.8	0.0	3.4
LnGrp Delay(d),s/veh	25.9	0.0	48.4	39.4	36.1	8.6	26.0	0.0	136.5	25.3	0.0	24.2
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		396			808			471			381	
Approach Delay, s/veh		46.9			31.3			126.0			24.8	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	27.4	7.5	32.5	26.8	23.2	15.0	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	11.0	37.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	17.5	21.7	3.7	8.6	2.0	16.3	9.5	22.0
Green Ext Time (p_c), s	0.2	0.7	0.0	2.2	0.9	1.7	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	675	601	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	711	633	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	714	633	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	675	601	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	711	633	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1350	633	633	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	155	475	960	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	475	960	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	349	-	-
HCM Lane V/C Ratio	0.003	-	0.208	-	-
HCM Control Delay (s)	8.8	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	88	645	228	351	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933			0.850		
Flt Protected	0.975					0.982
Satd. Flow (prot)	1609	0	1853	1560	0	1861
Flt Permitted	0.975					0.506
Satd. Flow (perm)	1609	0	1853	1560	0	959
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	64			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	94	686	243	373	619
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	686	243	0	992
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.66		0.54	0.16		1.51
Control Delay	28.5		7.8	0.2		256.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.5		7.8	0.2		256.0
LOS	C		A	A		F
Approach Delay	28.5		5.8			256.0
Approach LOS	C		A			F
Queue Length 50th (ft)	47		111	0		~565
Queue Length 95th (ft)	106		236	0		#847
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	408		1268	1560		656
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.54	0.16		1.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 125.5		Intersection LOS: F	
Intersection Capacity Utilization 108.1%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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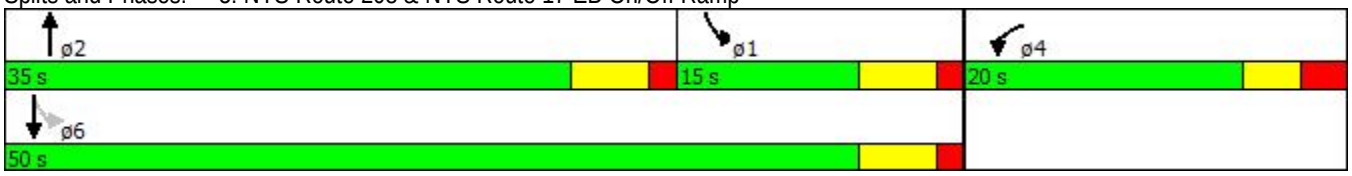
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	88	645	228	351	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1610		1853	1560		1860
Flt Permitted	0.98		1.00	1.00		0.51
Satd. Flow (perm)	1610		1853	1560		959
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	94	686	243	373	619
RTOR Reduction (vph)	55	0	0	0	0	0
Lane Group Flow (vph)	135	0	686	243	0	992
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.5		44.6	65.1		44.6
Effective Green, g (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	234		1269	1560		657
v/s Ratio Prot	c0.08		0.37			
v/s Ratio Perm				0.16		c1.03
v/c Ratio	0.58		0.54	0.16		1.51
Uniform Delay, d1	25.9		5.1	0.0		10.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.1		1.7	0.2		237.3
Delay (s)	28.1		6.8	0.2		247.5
Level of Service	C		A	A		F
Approach Delay (s)	28.1		5.1			247.5
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	121.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

BUILD CONDITIONS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1753	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1753	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	708	0	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	17.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	425	226	3	513	245	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	462	246	3	558	266	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	708	0	1149	585
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	564	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	900	-	~ 265	540
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	~ 264	540
Mov Cap-2 Maneuver	-	-	-	-	~ 264	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	620	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	100.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	900	-	265
HCM Lane V/C Ratio	-	-	0.004	-	1.013
HCM Control Delay (s)	-	-	9	0	100.3
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	10.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	15	57	318	0	16	422	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.926						0.999	
Flt Protected		0.997			0.998			0.992			0.998	
Satd. Flow (prot)	0	1681	0	0	1740	0	0	1789	0	0	1850	0
Flt Permitted		0.997			0.998			0.992			0.998	
Satd. Flow (perm)	0	1681	0	0	1740	0	0	1789	0	0	1850	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	18	67	374	0	19	440	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	33	0	0	441	0	0	461	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	15	57	318	0	16	422	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	18	67	374	0	19	440	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1002	986	441	1039	988	374	442	0	0	374	0	0
Stage 1	478	478	-	508	508	-	-	-	-	-	-	-
Stage 2	524	508	-	531	480	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	211	236	613	281	328	713	1129	-	-	1196	-	-
Stage 1	557	544	-	635	624	-	-	-	-	-	-	-
Stage 2	525	527	-	621	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	214	613	210	297	713	1129	-	-	1196	-	-
Mov Cap-2 Maneuver	184	214	-	210	297	-	-	-	-	-	-	-
Stage 1	515	533	-	587	577	-	-	-	-	-	-	-
Stage 2	462	487	-	503	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	14.2	1.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	439	423	1196	-	-
HCM Lane V/C Ratio	0.059	-	-	0.255	0.078	0.016	-	-
HCM Control Delay (s)	8.4	0	-	16	14.2	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	29	25	201	232	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907				0.992	
Flt Protected	0.985			0.995		
Satd. Flow (prot)	1723	0	0	1836	1867	0
Flt Permitted	0.985			0.995		
Satd. Flow (perm)	1723	0	0	1836	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	33	28	228	264	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	256	280	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	29	25	201	232	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	33	28	228	264	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	272	280	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	543	789	1294	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	529	789	1294	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1294	-	685	-	-
HCM Lane V/C Ratio	0.022	-	0.07	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920		0.968			
Flt Protected	0.980					0.991
Satd. Flow (prot)	1725	0	1826	0	0	1874
Flt Permitted	0.980					0.991
Satd. Flow (perm)	1725	0	1826	0	0	1874
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	90.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	195	703	223	197	831
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	203	732	232	205	866

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2124	848	0	0	965	0
Stage 1	848	-	-	-	-	-
Stage 2	1276	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	179	461	-	-	702	-
Stage 1	673	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 78	461	-	-	702	-
Mov Cap-2 Maneuver	~ 78	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 619.4	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	702	-
HCM Lane V/C Ratio	-	-	2.225	0.292	-
HCM Control Delay (s)	-	-	$ 619.4	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	28.2	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1710	0	1872	1591	0	1871
Flt Permitted	0.970					0.476
Satd. Flow (perm)	1710	0	1872	1591	0	908
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	0	1127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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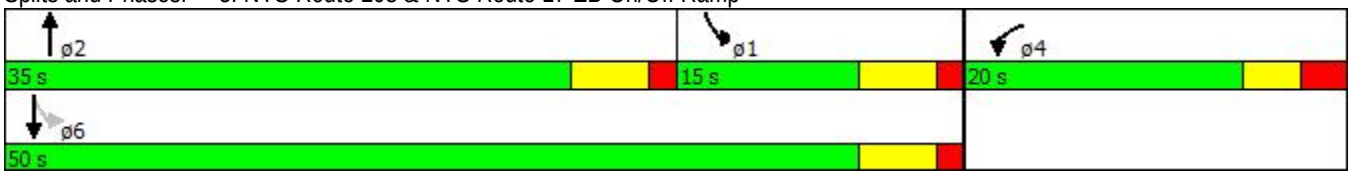
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.68		0.56	0.15		1.85
Control Delay	32.8		8.5	0.2		405.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.8		8.5	0.2		405.4
Queue Length 50th (ft)	65		128	0		~718
Queue Length 95th (ft)	129		243	0		#993
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	406		1258	1591		610
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.52		0.56	0.15		1.85

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 66.3	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1710		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.48
Satd. Flow (perm)	1710		1872	1591		909
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	81	705	234	436	691
RTOR Reduction (vph)	34	0	0	0	0	0
Lane Group Flow (vph)	177	0	705	234	0	1127
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.7		44.6	66.3		44.6
Effective Green, g (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	275		1259	1591		611
v/s Ratio Prot	c0.10		0.38			
v/s Ratio Perm				0.15		c1.24
v/c Ratio	0.65		0.56	0.15		1.84
Uniform Delay, d1	26.0		5.7	0.0		10.8
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.9		1.8	0.2		386.4
Delay (s)	29.9		7.5	0.2		397.2
Level of Service	C		A	A		F
Approach Delay (s)	29.9		5.7			397.2
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	201.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	119.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	78	677	225	419	663
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1860	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	705	0	436	691
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	30
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1758	0	1872	1591	24	41
Grp Volume(v), veh/h	131	0	705	0	1127	0
Grp Sat Flow(s),veh/h/ln	1772	0	1872	1591	66	0
Q Serve(g_s), s	4.4	0.0	19.3	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	19.3	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.78	0.00	0.00	0.00
Avail Cap(c_a), veh/h	418	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	6.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	11.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	20.1	0.0	0.0	0.0
LnGrp LOS	C		C			
Approach Vol, veh/h	131		705			1127
Approach Delay, s/veh	29.8		20.1			0.0
Approach LOS	C		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.995			0.992	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1902	1591	0	1709	0
Flt Permitted		0.692			0.668			0.849			0.746	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1623	1591	0	1285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				245			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	332	0	492	313	0	962	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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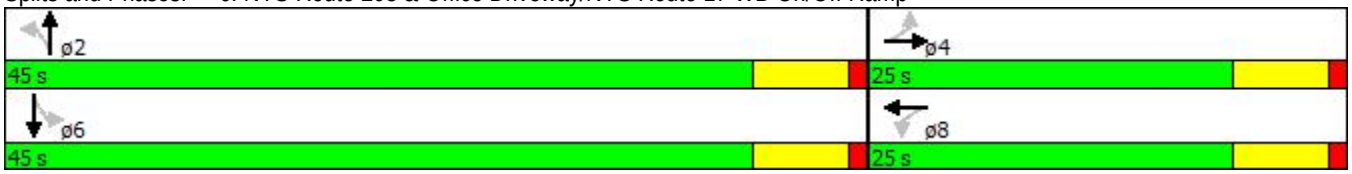
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.27			1.00	0.20		0.54	0.20		1.34	
Control Delay		14.4			78.6	0.3		12.7	0.3		182.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		12.7	0.3		182.3	
Queue Length 50th (ft)		17			~150	0		123	0		~559	
Queue Length 95th (ft)		53			#309	0		203	0		#779	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		904	1591		718	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.20		0.54	0.20		1.34	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 80
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.95	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1751			1833	1631		1901	1591		1710	
Flt Permitted		0.69			0.67	1.00		0.85	1.00		0.75	
Satd. Flow (perm)		1233			1282	1631		1623	1591		1285	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	65	0	0	348	332	0	492	313	0	960	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		334			347	1631		904	1591		715	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.27	0.20		0.30	0.20		c0.75	
v/c Ratio		0.20			1.00	0.20		0.54	0.20		1.34	
Uniform Delay, d1		19.6			25.5	0.0		9.9	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.1			49.0	0.3		2.4	0.3		163.4	
Delay (s)		19.7			74.5	0.3		12.2	0.3		178.9	
Level of Service		B			E	A		B	A		F	
Approach Delay (s)		19.7			38.3			7.6			178.9	
Approach LOS		B			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	81.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	113.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1911	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	117	847	908	186	781	39
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	103	1484	1591	219	1369	69
Grp Volume(v), veh/h	98	0	0	348	0	0	492	0	0	962	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1587	0	1591	1657	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	27.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	10.0	0.0	0.0	37.8	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.11		1.00	0.15		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1010	0	908	1054	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.49	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1010	0	908	1054	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.4	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.7	0.0	0.0	13.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	19.7	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	10.1	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	B			C			B			C		
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		19.9			25.7			10.1			27.1	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	839	964	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.920	
Flt Protected		0.997			0.980	
Satd. Flow (prot)	0	1743	1741	0	1922	0
Flt Permitted		0.997			0.980	
Satd. Flow (perm)	0	1743	1741	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	865	994	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	926	1027	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	9.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	839	964	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	865	994	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	1997	1010
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	684	-	-	-	54	278
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	684	-	-	-	45	278
Mov Cap-2 Maneuver	-	-	-	-	45	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	270	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	193.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	684	-	89	-	-
HCM Lane V/C Ratio	0.089	-	1.043	-	-
HCM Control Delay (s)	10.8	0	193.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.1	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	863	975	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1826	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	899	1016	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	913	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	863	975	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	899	1016	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1947	1021	1027	0	-	0
Stage 1	1021	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	72	289	684	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	289	684	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	34	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	684	-	154	-	-
HCM Lane V/C Ratio	0.02	-	0.196	-	-
HCM Control Delay (s)	10.4	0	34	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	749	909	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1809	1858	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	814	988	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	819	1054	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	110.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	749	909	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	814	988	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1846	1021	1054	0	-	0
Stage 1	1021	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 67	274	668	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 66	274	668	-	-	-
Mov Cap-2 Maneuver	~ 66	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1067.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	668	-	70	-	-
HCM Lane V/C Ratio	0.008	-	3.09	-	-
HCM Control Delay (s)	10.4	$	1067.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	22	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	923	962	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	961	1002	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	972	1005	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	923	962	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	961	1002	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1988	1004	1005	0	-	0
Stage 1	1004	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	61	288	697	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	288	697	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	697	-	162	-	-
HCM Lane V/C Ratio	0.016	-	0.064	-	-
HCM Control Delay (s)	10.3	0	28.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	767	65	16	876	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.990			0.994	
Flt Protected		0.983			0.958			0.998			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1805	0	0	1833	0
Flt Permitted		0.983			0.958			0.930			0.981	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1682	0	0	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		6			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	799	68	17	912	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	909	0	0	971	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.42			0.34	0.10		0.83			0.83	
Control Delay		24.5			32.8	0.7		23.3			22.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		23.3			22.7	
Queue Length 50th (ft)		20			32	0		318			341	
Queue Length 95th (ft)		61			73	0		#680			#717	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1098			1175	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.83			0.83	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	767	65	16	876	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.94			1.00	0.85		0.99			0.99	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1878			2017	1821		1805			1833	
Flt Permitted		0.98			0.96	1.00		0.93			0.98	
Satd. Flow (perm)		1878			2017	1821		1682			1800	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	17	43	71	10	28	42	799	68	17	912	42
RTOR Reduction (vph)	0	40	0	0	0	25	0	2	0	0	1	0
Lane Group Flow (vph)	0	51	0	0	81	3	0	907	0	0	970	0
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.4			6.8	6.8		43.7			43.7	
Effective Green, g (s)		5.4			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.08			0.10	0.10		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		143			193	174		1036			1109	
v/s Ratio Prot		c0.03			c0.04							
v/s Ratio Perm						0.00		c0.54			0.54	
v/c Ratio		0.36			0.42	0.02		0.88			0.87	
Uniform Delay, d1		31.1			30.2	29.0		11.3			11.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.6			1.5	0.0		10.3			9.7	
Delay (s)		31.7			31.7	29.1		21.6			21.0	
Level of Service		C			C	C		C			C	
Approach Delay (s)		31.7			31.0			21.6			21.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	767	65	16	876	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	799	68	17	912	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	87	1015	84	65	1119	51
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	45	1613	134	12	1778	81
Grp Volume(v), veh/h	91	0	0	81	0	28	909	0	0	971	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1791	0	0	1872	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	22.7	0.0	0.0	24.8	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.07	0.02		0.04
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1187	0	0	1235	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.77	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1187	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	8.5	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	4.8	0.0	0.0	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	12.9	0.0	0.0	14.4	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	13.3	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			909			971	
Approach Delay, s/veh		33.1			32.7			13.3			14.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	796	901	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1815	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	856	969	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	885	975	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	796	901	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	856	969	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1886	972	975	0	-	0
Stage 1	972	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	64	293	716	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	293	716	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	716	-	151	-	-
HCM Lane V/C Ratio	0.041	-	0.299	-	-
HCM Control Delay (s)	10.2	0	38.7	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	791	15	5	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1815	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	851	16	5	966
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	867	0	0	971
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	791	15	5	898
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	851	16	5	966

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1835	859	0	0	867	0
Stage 1	859	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	115	386	-	-	785	-
Stage 1	483	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	113	386	-	-	785	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	31.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	154	785	-
HCM Lane V/C Ratio	-	-	0.112	0.007	-
HCM Control Delay (s)	-	-	31.3	9.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	795	902	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	828	940	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	830	942	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	795	902	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	828	940	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1773	941	942	0	-	0
Stage 1	941	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	306	736	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	306	736	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	35	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	736	-	122	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s)	9.9	0	35	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	790	6	18	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	823	6	19	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	829	0	0	943
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	790	6	18	887
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	823	6	19	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	826	0	0	829	0
Stage 1	826	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	110	393	-	-	811	-
Stage 1	475	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	393	-	-	811	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30.9	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	179	811	-
HCM Lane V/C Ratio	-	-	0.227	0.023	-
HCM Control Delay (s)	-	-	30.9	9.5	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	781	28	20	867	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	868	31	22	963	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	902	0	0	994	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	3.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	781	28	20	867	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	868	31	22	963	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1911	1918	968	1904	1907	883	972	0	0	899	0	0
Stage 1	1012	1012	-	890	890	-	-	-	-	-	-	-
Stage 2	899	906	-	1014	1017	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	76	319	73	95	374	717	-	-	764	-	-
Stage 1	308	338	-	395	422	-	-	-	-	-	-	-
Stage 2	354	376	-	344	376	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	71	319	66	88	374	717	-	-	764	-	-
Mov Cap-2 Maneuver	52	71	-	66	88	-	-	-	-	-	-	-
Stage 1	306	317	-	392	419	-	-	-	-	-	-	-
Stage 2	334	373	-	318	352	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.4	105.1	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	717	-	-	88	64	764	-	-
HCM Lane V/C Ratio	0.005	-	-	0.669	0.156	0.029	-	-
HCM Control Delay (s)	10	0	-	105.1	71.4	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.2	0.5	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	800	2	2	893
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	842	2	2	940
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	844	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	800	2	2	893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	842	2	2	940

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	843	0	0	844	0
Stage 1	843	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	122	393	-	-	801	-
Stage 1	490	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	393	-	-	801	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	185	801	-
HCM Lane V/C Ratio	-	-	0.023	0.003	-
HCM Control Delay (s)	-	-	24.9	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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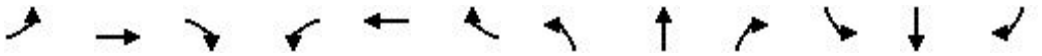

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	616	21	11	685	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	662	23	12	737	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	708	0	0	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	616	21	11	685	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	662	23	12	737	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1520	1524	770	1516	1547	674	804	0	0	685	0	0
Stage 1	794	794	-	719	719	-	-	-	-	-	-	-
Stage 2	726	730	-	797	828	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	110	395	108	126	467	829	-	-	918	-	-
Stage 1	368	385	-	440	453	-	-	-	-	-	-	-
Stage 2	402	414	-	400	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	103	395	99	117	467	829	-	-	918	-	-
Mov Cap-2 Maneuver	83	103	-	99	117	-	-	-	-	-	-	-
Stage 1	351	376	-	420	433	-	-	-	-	-	-	-
Stage 2	372	395	-	384	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.8	32	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	829	-	-	94	163	918	-	-
HCM Lane V/C Ratio	0.027	-	-	0.297	0.185	0.013	-	-
HCM Control Delay (s)	9.5	0	-	58.8	32	9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.7	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	752	6	2	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	775	6	2	949
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	775	6	2	949
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	752	6	2	921
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	775	6	2	949

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1729	775	0	0	775	0
Stage 1	775	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	437	-	-	850	-
Stage 1	517	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	437	-	-	850	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	156	850	-
HCM Lane V/C Ratio	-	-	0.066	0.002	-
HCM Control Delay (s)	-	-	29.7	9.2	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	11	22	215	24	24	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.987			
Flt Protected	0.984					0.995
Satd. Flow (prot)	1666	0	1802	0	0	1870
Flt Permitted	0.984					0.995
Satd. Flow (perm)	1666	0	1802	0	0	1870
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	13	25	244	27	27	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	271	0	0	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	11	22	215	24	24	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	12	25	244	27	27	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	258	0	0	272	0
Stage 1	258	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	475	781	-	-	1291	-
Stage 1	785	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	463	781	-	-	1291	-
Mov Cap-2 Maneuver	463	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	636	1291	-
HCM Lane V/C Ratio	-	-	0.059	0.021	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.183	
Satd. Flow (perm)	1770	1583	1900	1599	330	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		186		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	24	687	186	26	798
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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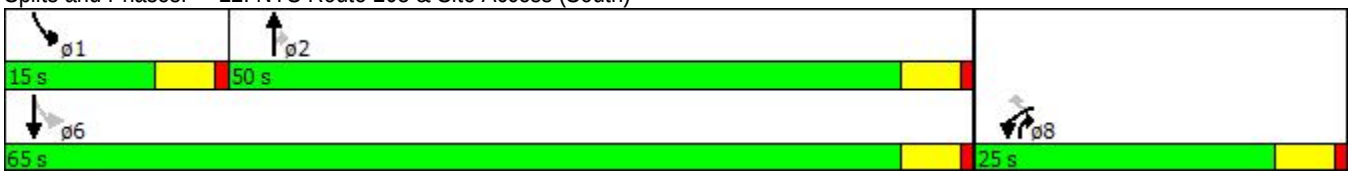
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.47	0.07	0.71	0.13	0.08	0.75
Control Delay	26.2	11.3	15.9	0.5	5.1	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	11.3	15.9	0.5	5.1	13.2
Queue Length 50th (ft)	38	0	100	0	2	129
Queue Length 95th (ft)	140	19	374	8	12	332
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	794	723	1611	1514	496	1750
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.43	0.12	0.05	0.46

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 51.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.95	1.00	1.00	1.00	0.18	1.00
Satd. Flow (perm)	1770	1583	1900	1599	330	1881
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	24	687	186	26	798
RTOR Reduction (vph)	0	19	0	57	0	0
Lane Group Flow (vph)	176	5	687	129	26	798
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	10.9	10.9	26.0	36.9	32.5	32.5
Effective Green, g (s)	10.9	10.9	26.0	36.9	32.5	32.5
Actuated g/C Ratio	0.20	0.20	0.49	0.69	0.61	0.61
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	361	323	925	1254	239	1144
v/s Ratio Prot	c0.10		0.36	0.02	0.00	c0.42
v/s Ratio Perm		0.00		0.06	0.06	
v/c Ratio	0.49	0.02	0.74	0.10	0.11	0.70
Uniform Delay, d1	18.8	17.0	11.0	2.7	6.9	7.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	2.9	0.0	0.1	1.5
Delay (s)	19.2	17.0	13.9	2.8	7.0	8.6
Level of Service	B	B	B	A	A	A
Approach Delay (s)	18.9		11.5			8.6
Approach LOS	B		B			A

Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	162	22	632	171	24	734
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	176	24	687	186	26	798
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	246	220	925	1000	344	1189
Arrive On Green	0.14	0.14	0.49	0.49	0.03	0.63
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	176	24	687	186	26	798
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	4.1	0.6	12.7	2.2	0.3	11.8
Cycle Q Clear(g_c), s	4.1	0.6	12.7	2.2	0.3	11.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	246	220	925	1000	344	1189
V/C Ratio(X)	0.71	0.11	0.74	0.19	0.08	0.67
Avail Cap(c_a), veh/h	813	725	1958	1870	695	2585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	16.4	9.0	3.5	6.8	5.1
Incr Delay (d2), s/veh	1.5	0.1	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.3	6.6	1.3	0.1	6.1
LnGrp Delay(d),s/veh	19.4	16.5	9.5	3.5	6.8	5.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	200		873			824
Approach Delay, s/veh	19.1		8.2			5.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.4	26.3				32.6		11.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	14.7				13.8		6.1
Green Ext Time (p_c), s	0.0	6.6				6.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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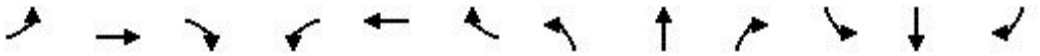

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	200	14	8	226	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	230	16	9	260	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	246	0	0	269	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	200	14	8	226	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	230	16	9	260	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	246	0	0	516	516	238	525	524	260
Stage 1	-	-	-	-	-	-	238	238	-	278	278	-
Stage 2	-	-	-	-	-	-	278	278	-	247	246	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1316	-	-	1332	-	-	501	493	817	453	448	778
Stage 1	-	-	-	-	-	-	790	731	-	722	674	-
Stage 2	-	-	-	-	-	-	756	706	-	751	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1332	-	-	498	489	817	441	444	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	489	-	441	444	-
Stage 1	-	-	-	-	-	-	790	731	-	722	669	-
Stage 2	-	-	-	-	-	-	750	700	-	735	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	602	1316	-	-	1332	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.4	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	31	278	313	290	37	135	191	173	162	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1773	0	1668	1818	1583	1661	1601	0	1762	1821	0
Flt Permitted	0.550			0.207			0.613			0.147		
Satd. Flow (perm)	914	1773	0	359	1818	1505	1048	1601	0	273	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				326					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	35	312	352	326	42	152	215	194	182	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	435	0	312	352	326	42	367	0	194	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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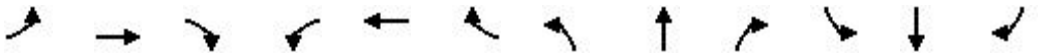

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Maximum Green (s)	20.0	31.0		15.0	26.0	35.0	10.0	20.0		35.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.83		0.95	0.55	0.36	0.14	1.12		0.61	0.38	
Control Delay	27.5	47.5		72.8	34.4	2.2	21.0	124.5		29.3	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.5	47.5		72.8	34.4	2.2	21.0	124.5		29.3	27.5	
Queue Length 50th (ft)	17	248		~196	206	0	16	~274		83	113	
Queue Length 95th (ft)	44	#427		#388	#351	21	38	#477		138	185	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	414	566		327	640	1190	385	328		643	846	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.95	0.55	0.27	0.11	1.12		0.30	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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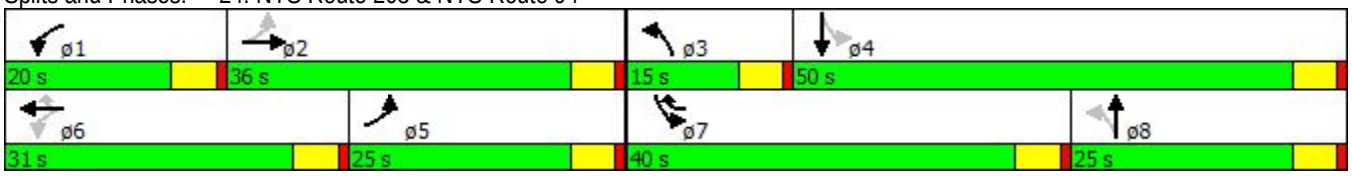
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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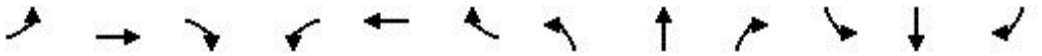

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	31	278	313	290	37	135	191	173	162	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.91		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1595	1774		1666	1818	1533	1643	1605		1762	1823	
Flt Permitted	0.55	1.00		0.21	1.00	1.00	0.61	1.00		0.15	1.00	
Satd. Flow (perm)	924	1774		363	1818	1533	1061	1605		272	1823	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	39	400	35	312	352	326	42	152	215	194	182	51
RTOR Reduction (vph)	0	3	0	0	0	172	0	0	0	0	9	0
Lane Group Flow (vph)	39	432	0	312	352	154	42	367	0	194	224	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	30.9	30.9		34.4	34.4	48.3	25.7	22.3		41.2	32.8	
Effective Green, g (s)	30.9	30.9		34.4	34.4	48.3	25.7	22.3		41.2	32.8	
Actuated g/C Ratio	0.30	0.30		0.34	0.34	0.47	0.25	0.22		0.40	0.32	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	355	536		314	611	724	286	350		312	585	
v/s Ratio Prot	0.01	c0.24		c0.15	0.19	0.03	0.00	c0.23		c0.08	0.12	
v/s Ratio Perm	0.02			c0.19		0.07	0.03			0.17		
v/c Ratio	0.11	0.81		0.99	0.58	0.21	0.15	1.05		0.62	0.38	
Uniform Delay, d1	26.0	32.9		29.5	27.9	15.8	29.4	40.0		23.0	26.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	8.2		48.8	0.8	0.1	0.1	61.4		2.8	0.2	
Delay (s)	26.0	41.1		78.2	28.7	15.9	29.5	101.3		25.7	27.0	
Level of Service	C	D		E	C	B	C	F		C	C	
Approach Delay (s)		39.8			40.1			94.0			26.4	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	102.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	31	278	313	290	37	135	191	173	162	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	35	312	352	326	42	152	215	194	182	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	478	435	38	376	414	509	342	153	216	275	428	120
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1518	133	1792	1881	1547	1723	692	979	1828	1426	400
Grp Volume(v), veh/h	39	0	435	312	352	326	42	0	367	194	0	233
Grp Sat Flow(s),veh/h/ln	1720	0	1651	1792	1881	1547	1723	0	1671	1828	0	1826
Q Serve(g_s), s	0.0	0.0	23.1	15.0	16.2	6.7	1.7	0.0	19.9	7.0	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.0	23.1	15.0	16.2	6.7	1.7	0.0	19.9	7.0	0.0	9.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	478	0	473	376	414	509	342	0	369	275	0	548
V/C Ratio(X)	0.08	0.00	0.92	0.83	0.85	0.64	0.12	0.00	0.99	0.71	0.00	0.42
Avail Cap(c_a), veh/h	478	0	566	376	540	612	486	0	369	788	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.3	33.8	9.1	26.3	0.0	35.2	24.1	0.0	25.4
Incr Delay (d2), s/veh	0.0	0.0	17.1	13.5	7.9	0.9	0.1	0.0	45.2	1.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.8	1.8	9.3	3.2	0.8	0.0	13.7	3.5	0.0	4.7
LnGrp Delay(d),s/veh	26.7	0.0	48.4	49.8	41.7	9.9	26.3	0.0	80.4	25.4	0.0	25.6
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		474			990			409			427	
Approach Delay, s/veh		46.6			33.8			74.8			25.5	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	30.9	7.4	32.2	26.0	24.9	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	25.1	3.7	11.3	2.0	18.2	9.0	21.9
Green Ext Time (p_c), s	0.0	0.8	0.0	2.3	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	646	701	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	695	754	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	703	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	646	701	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	695	754	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1464	754	755	0	-	0
Stage 1	754	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	132	404	865	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	404	865	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	865	-	290	-	-
HCM Lane V/C Ratio	0.009	-	0.26	-	-
HCM Control Delay (s)	9.2	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1710	0	1872	1591	0	1871
Flt Permitted	0.970					0.476
Satd. Flow (perm)	1710	0	1872	1591	0	908
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	0	1127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.68		0.56	0.15		1.85
Control Delay	32.8		8.5	0.2		405.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.8		8.5	0.2		405.4
LOS	C		A	A		F
Approach Delay	32.8		6.4			405.4
Approach LOS	C		A			F
Queue Length 50th (ft)	65		128	0		~718
Queue Length 95th (ft)	129		243	0		#993
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	406		1258	1591		610
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.52		0.56	0.15		1.85

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.3			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.85			
Intersection Signal Delay: 206.4		Intersection LOS: F	
Intersection Capacity Utilization 119.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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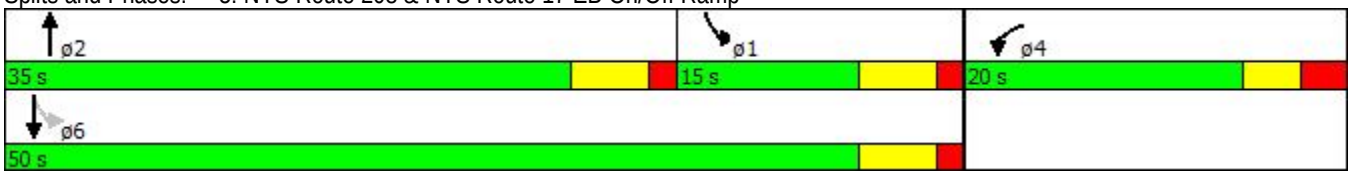
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1710		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.48
Satd. Flow (perm)	1710		1872	1591		909
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	81	705	234	436	691
RTOR Reduction (vph)	34	0	0	0	0	0
Lane Group Flow (vph)	177	0	705	234	0	1127
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.7		44.6	66.3		44.6
Effective Green, g (s)	10.7		44.6	66.3		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	275		1259	1591		611
v/s Ratio Prot	c0.10		0.38			
v/s Ratio Perm				0.15		c1.24
v/c Ratio	0.65		0.56	0.15		1.84
Uniform Delay, d1	26.0		5.7	0.0		10.8
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.9		1.8	0.2		386.4
Delay (s)	29.9		7.5	0.2		397.2
Level of Service	C		A	A		F
Approach Delay (s)	29.9		5.7			397.2
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	201.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	119.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	342	134	0	608	316	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	398	156	0	707	367	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	554	0	0	707	368	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	60.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	342	134	0	608	316	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	398	156	0	707	367	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	553	0	1183	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	707	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1002	-	~ 251	606
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1002	-	~ 251	606
Mov Cap-2 Maneuver	-	-	-	-	~ 251	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	544	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	268.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1002	-	251
HCM Lane V/C Ratio	-	-	-	-	1.469
HCM Control Delay (s)	-	-	0	-	268.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	21.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	31	17	309	15	34	548	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.924			0.994			0.997	
Flt Protected		0.998			0.990			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1640	0	0	1731	0	0	1789	0
Flt Permitted		0.998			0.990			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1640	0	0	1731	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	36	20	359	17	40	577	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	64	0	0	396	0	0	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.8%	ICU Level of Service B	
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	31	17	309	15	34	548	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	36	20	359	17	40	577	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1078	583	1117	1076	368	588	0	0	377	0	0
Stage 1	662	662	-	408	408	-	-	-	-	-	-	-
Stage 2	433	416	-	709	668	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	177	203	498	248	292	706	973	-	-	1165	-	-
Stage 1	430	438	-	688	662	-	-	-	-	-	-	-
Stage 2	581	573	-	512	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	188	498	185	270	706	973	-	-	1165	-	-
Mov Cap-2 Maneuver	152	188	-	185	270	-	-	-	-	-	-	-
Stage 1	419	416	-	670	645	-	-	-	-	-	-	-
Stage 2	524	558	-	393	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	17	0.4	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	973	-	-	385	363	1165	-	-
HCM Lane V/C Ratio	0.02	-	-	0.257	0.176	0.034	-	-
HCM Control Delay (s)	8.8	0	-	17.6	17	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.6	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	38	28	142	269	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.986	
Flt Protected	0.987			0.992		
Satd. Flow (prot)	1633	0	0	1759	1784	0
Flt Permitted	0.987			0.992		
Satd. Flow (perm)	1633	0	0	1759	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	46	34	173	328	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	207	366	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	38	28	142	269	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	46	34	173	328	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	588	347	366	0	-	0
Stage 1	347	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	515	710	1176	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	710	1176	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.3	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1176	-	637	-	-
HCM Lane V/C Ratio	0.029	-	0.1	-	-
HCM Control Delay (s)	8.2	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	170	455	113	246	1166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940		0.973			
Flt Protected	0.973					0.991
Satd. Flow (prot)	1729	0	1802	0	0	1826
Flt Permitted	0.973					0.991
Satd. Flow (perm)	1729	0	1802	0	0	1826
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	183	489	122	265	1254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	611	0	0	1519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	138.1%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1135.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	170	455	113	246	1166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	183	489	122	265	1254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2333	550	0	0	611	0
Stage 1	550	-	-	-	-	-
Stage 2	1783	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 148	623	-	-	968	-
Stage 1	784	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 15	623	-	-	968	-
Mov Cap-2 Maneuver	~ 15	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	~ 39	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 6984.5	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	26	968	-
HCM Lane V/C Ratio	-	-	15.881	0.273	-
HCM Control Delay (s)	-	-	$ 6984.5	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	51.4	1.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	114	626	355	506	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1694	0	1818	1575	0	1822
Flt Permitted	0.978					0.471
Satd. Flow (perm)	1694	0	1818	1575	0	878
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	82			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	123	673	382	544	632
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	673	382	0	1176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.7		44.7	65.4		44.7
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.69		0.54	0.24		1.96
Control Delay	27.8		8.0	0.4		456.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.8		8.0	0.4		456.8
LOS	C		A	A		F
Approach Delay	27.8		5.2			456.8
Approach LOS	C		A			F
Queue Length 50th (ft)	52		112	0		~519
Queue Length 95th (ft)	115		232	0		#826
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	440		1241	1575		599
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.54	0.24		1.96

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.4			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.96			
Intersection Signal Delay: 223.9		Intersection LOS: F	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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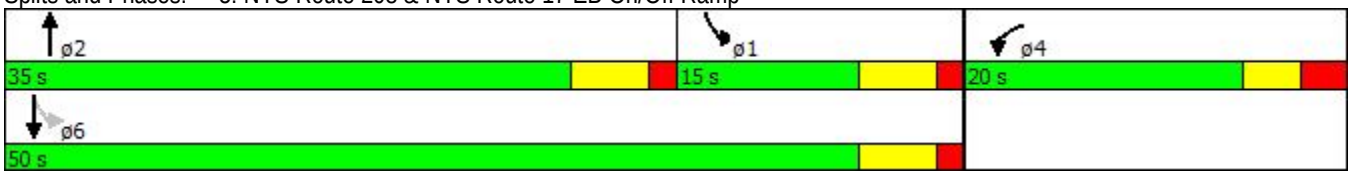
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	114	626	355	506	588
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1864
Adj Flow Rate, veh/h	97	0	673	0	544	632
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	109	25
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	28	33
Grp Volume(v), veh/h	98	0	673	0	1176	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.8	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.8	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.46	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.75	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	18.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		673			1176
Approach Delay, s/veh	30.7		18.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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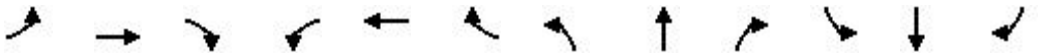

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	167	60	304	358	204	922	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.992			0.991	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1845	1607	0	1664	0
Flt Permitted		0.832			0.730			0.713			0.798	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1326	1607	0	1340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				194			416		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	194	70	353	416	237	1072	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	194	0	423	416	0	1346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		13.0			13.0	64.2		39.1	64.2		39.1	
Actuated g/C Ratio		0.20			0.20	1.00		0.61	1.00		0.61	
v/c Ratio		0.16			0.69	0.12		0.52	0.26		1.65	
Control Delay		14.0			36.8	0.2		11.2	0.4		314.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.2		11.2	0.4		314.9	
LOS		B			D	A		B	A		F	
Approach Delay		14.0			18.3			5.8			314.9	
Approach LOS		B			B			A			F	
Queue Length 50th (ft)		8			69	0		83	0		~799	
Queue Length 95th (ft)		30			122	0		175	0		#1081	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		808	1607		818	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.12		0.52	0.26		1.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.65			
Intersection Signal Delay: 166.6		Intersection LOS: F	
Intersection Capacity Utilization 111.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

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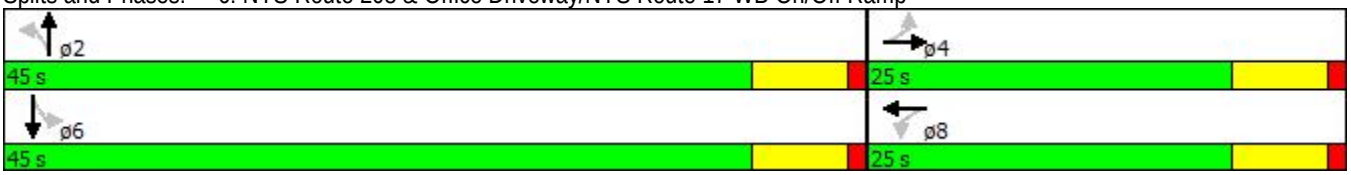
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	167	60	304	358	204	922	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1860	1891	1872	1807	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	353	0	237	1072	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	164	766	1039	238	842	29
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	146	1184	1607	259	1302	44
Grp Volume(v), veh/h	50	0	0	191	0	0	423	0	0	1346	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1331	0	1607	1605	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	34.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	6.1	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.17		1.00	0.18		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	974	0	1039	1161	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.43	0.00	0.00	1.16	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	974	0	1039	1161	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.8	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0	81.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	3.1	0.0	0.0	44.7	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.2	0.0	0.0	93.2	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			423			1346	
Approach Delay, s/veh		21.9			24.0			6.2			93.2	
Approach LOS		C			C			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	66.6
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	527	1317	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.997			0.997	
Satd. Flow (prot)	0	1694	1695	0	1821	0
Flt Permitted		0.997			0.997	
Satd. Flow (perm)	0	1694	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	567	1416	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	606	1425	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	8.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	527	1317	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	567	1416	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1425	0	-	0	2064	1420
Stage 1	-	-	-	-	1420	-
Stage 2	-	-	-	-	644	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	477	-	-	-	48	155
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	487	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	477	-	-	-	42	155
Mov Cap-2 Maneuver	-	-	-	-	42	-
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	429	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	139.5
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	477	-	131	-	-
HCM Lane V/C Ratio	0.081	-	0.985	-	-
HCM Control Delay (s)	13.2	0	139.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.8	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	523	1290	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901					
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1775	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	562	1387	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	576	1392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	523	1290	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	562	1387	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1980	1390	1392	0	-	0
Stage 1	1390	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	68	174	491	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	174	491	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	56.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	491	-	120	-	-
HCM Lane V/C Ratio	0.028	-	0.439	-	-
HCM Control Delay (s)	12.5	0	56.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	497	1160	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.978	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1767	0
Flt Permitted	0.961					
Satd. Flow (perm)	1667	0	0	1758	1767	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	540	1261	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	545	1500	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	27

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	497	1160	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	540	1261	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	1380	1500	0	-	0
Stage 1	1380	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 59	164	447	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 58	164	447	-	-	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 500.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	447	-	66	-	-
HCM Lane V/C Ratio	0.012	-	1.762	-	-
HCM Control Delay (s)	13.2	0	$ 500.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	10.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	578	1378	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	622	1482	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	624	1483	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	578	1378	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	622	1482	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2108	1482	1483	0	-	0
Stage 1	1482	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	50	148	454	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	148	454	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	454	-	148	-	-
HCM Lane V/C Ratio	0.005	-	0.007	-	-
HCM Control Delay (s)	13	0	29.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	492	21	18	1163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.995			0.995	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1753	0	0	1763	0
Flt Permitted		0.986			0.960			0.928			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1630	0	0	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	518	22	19	1224	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	563	0	0	1294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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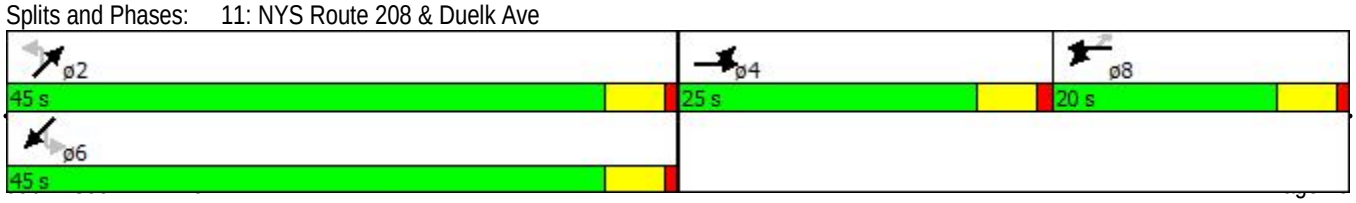
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		6.2			8.9	8.9		44.9			44.9	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.39			0.41	0.09		0.53			1.14	
Control Delay		20.2			33.5	0.7		12.4			95.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		12.4			95.1	
LOS		C			C	A		B			F	
Approach Delay		20.2			27.0			12.4			95.1	
Approach LOS		C			C			B			F	
Queue Length 50th (ft)		11			40	0		139			~725	
Queue Length 95th (ft)		51			87	0		289			#1092	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1059			1135	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.53			1.14	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 65.4 Intersection LOS: E
Intersection Capacity Utilization 90.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	492	21	18	1163	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1827	1910	1910	1835	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	518	22	19	1224	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	76	1010	42	64	1078	45
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	28	1619	67	11	1728	71
Grp Volume(v), veh/h	83	0	0	101	0	25	563	0	0	1294	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1714	0	0	1810	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	16.1	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	10.8	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.04		0.04	0.01		0.04
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1128	0	0	1186	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.50	0.00	0.00	1.09	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1128	0	0	1186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.6	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.6	0.0	0.0	54.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	5.8	0.0	0.0	38.7	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	8.1	0.0	0.0	67.4	0.0	0.0
LnGrp LOS	C			C		C	A			F		
Approach Vol, veh/h		83			126			563			1294	
Approach Delay, s/veh		34.2			33.5			8.1			67.4	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	47.9
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	531	1204	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1759	1746	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1759	1746	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	565	1281	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	574	1287	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	531	1204	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	565	1281	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1866	1284	1287	0	-	0
Stage 1	1284	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	61	185	469	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	185	469	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	50.6	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	469	-	114	-	-
HCM Lane V/C Ratio	0.018	-	0.317	-	-
HCM Control Delay (s)	12.8	0	50.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	538	2	2	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1766	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1766	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	572	2	2	1278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	574	0	0	1280
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	538	2	2	1201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	572	2	2	1278

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1855	573	0	0	574	0
Stage 1	573	-	-	-	-	-
Stage 2	1282	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	111	546	-	-	1004	-
Stage 1	623	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	546	-	-	1004	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	36.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	127	1004	-
HCM Lane V/C Ratio	-	-	0.101	0.002	-
HCM Control Delay (s)	-	-	36.5	8.6	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	540	1202	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	568	1265	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	568	1267	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	540	1202	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	568	1265	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1834	1266	1267	0	-	0
Stage 1	1266	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	69	194	555	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	194	555	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	23.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	555	-	194	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	23.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	535	5	7	1191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1762	0	0	1762
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1762	0	0	1762
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	608	6	8	1353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	614	0	0	1361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	535	5	7	1191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	608	6	8	1353

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1980	611	0	0	614	0
Stage 1	611	-	-	-	-	-
Stage 2	1369	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	81	513	-	-	795	-
Stage 1	567	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	513	-	-	795	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	256	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	33.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	167	795	-
HCM Lane V/C Ratio	-	-	0.238	0.01	-
HCM Control Delay (s)	-	-	33.2	9.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	546	10	3	1171	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.998				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1821	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1821	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	587	11	3	1259	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	599	0	0	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	546	10	3	1171	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	587	11	3	1259	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1870	1867	1261	1863	1864	592	1262	0	0	598	0	0
Stage 1	1267	1267	-	595	595	-	-	-	-	-	-	-
Stage 2	603	600	-	1268	1269	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	62	81	216	77	100	509	319	-	-	984	-	-
Stage 1	223	259	-	544	546	-	-	-	-	-	-	-
Stage 2	504	508	-	257	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	80	216	75	99	509	319	-	-	984	-	-
Mov Cap-2 Maneuver	59	80	-	75	99	-	-	-	-	-	-	-
Stage 1	222	256	-	541	543	-	-	-	-	-	-	-
Stage 2	486	505	-	252	294	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	66.6	57.3	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	319	-	-	110	69	984	-	-
HCM Lane V/C Ratio	0.003	-	-	0.391	0.156	0.003	-	-
HCM Control Delay (s)	16.3	0	-	57.3	66.6	8.7	0	-
HCM Lane LOS	C	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.5	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	568	2	2	1176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1818	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1818	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	617	2	2	1278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	619	0	0	1280
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	568	2	2	1176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	617	2	2	1278

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1901	618	0	0	620	0
Stage 1	618	-	-	-	-	-
Stage 2	1283	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	105	517	-	-	965	-
Stage 1	598	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	517	-	-	965	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	173	965	-
HCM Lane V/C Ratio	-	-	0.025	0.002	-
HCM Control Delay (s)	-	-	26.3	8.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	463	17	5	831	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.996			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1766	0	0	1739	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1766	0	0	1739	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	493	18	5	884	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	551	0	0	983	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	463	17	5	831	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	493	18	5	884	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1525	1532	931	1532	1570	502	978	0	0	511	0	0
Stage 1	941	941	-	582	582	-	-	-	-	-	-	-
Stage 2	584	591	-	950	988	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	89	108	317	104	121	579	710	-	-	1059	-	-
Stage 1	301	326	-	517	517	-	-	-	-	-	-	-
Stage 2	483	480	-	331	345	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	98	317	91	110	579	710	-	-	1059	-	-
Mov Cap-2 Maneuver	82	98	-	91	110	-	-	-	-	-	-	-
Stage 1	277	322	-	476	476	-	-	-	-	-	-	-
Stage 2	442	442	-	310	341	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.4	33.7	0.8	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	710	-	-	136	132	1059	-	-
HCM Lane V/C Ratio	0.057	-	-	0.211	0.048	0.005	-	-
HCM Control Delay (s)	10.4	0	-	38.4	33.7	8.4	0	-
HCM Lane LOS	B	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.2	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	487	28	16	1165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	524	30	17	1253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	524	30	17	1253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	487	28	16	1165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	524	30	17	1253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1811	524	0	0	524	0
Stage 1	524	-	-	-	-	-
Stage 2	1287	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	116	551	-	-	957	-
Stage 1	628	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	551	-	-	957	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	957	-
HCM Lane V/C Ratio	-	-	0.258	0.018	-
HCM Control Delay (s)	-	-	33.9	8.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	26	51	144	16	16	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.986			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1668	0	1754	0	0	1807
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1668	0	1754	0	0	1807
Link Speed (mph)	30		30			30
Link Distance (ft)	335		339			993
Travel Time (s)	7.6		7.7			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	32	62	176	20	20	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	196	0	0	375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	26	51	144	16	16	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	32	62	176	20	20	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	579	185	0	0	195	0
Stage 1	185	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	477	857	-	-	1378	-
Stage 1	847	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	468	857	-	-	1378	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	669	1378	-
HCM Lane V/C Ratio	-	-	0.14	0.014	-
HCM Control Delay (s)	-	-	11.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	383	51	438	110	151	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.227	
Satd. Flow (perm)	1770	1583	1845	1599	409	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		59		128		
Link Speed (mph)	30		45			45
Link Distance (ft)	304		386			287
Travel Time (s)	6.9		5.8			4.3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	445	59	509	128	176	923
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	59	509	128	176	923
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	30.0	30.0	45.0	30.0	15.0	60.0
Total Split (%)	33.3%	33.3%	50.0%	33.3%	16.7%	66.7%
Maximum Green (s)	25.0	25.0	40.0	25.0	10.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	22.4	22.4	29.2	56.8	42.7	42.7
Actuated g/C Ratio	0.30	0.30	0.39	0.75	0.56	0.56
v/c Ratio	0.85	0.12	0.71	0.10	0.47	0.90
Control Delay	44.7	7.7	25.9	0.7	12.2	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	7.7	25.9	0.7	12.2	27.1
LOS	D	A	C	A	B	C
Approach Delay	40.4		20.8			24.7
Approach LOS	D		C			C
Queue Length 50th (ft)	203	0	208	0	40	377
Queue Length 95th (ft)	#389	26	300	9	65	516
Internal Link Dist (ft)	224		306			207
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	614	588	1026	1308	411	1356
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.10	0.50	0.10	0.43	0.68

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.6			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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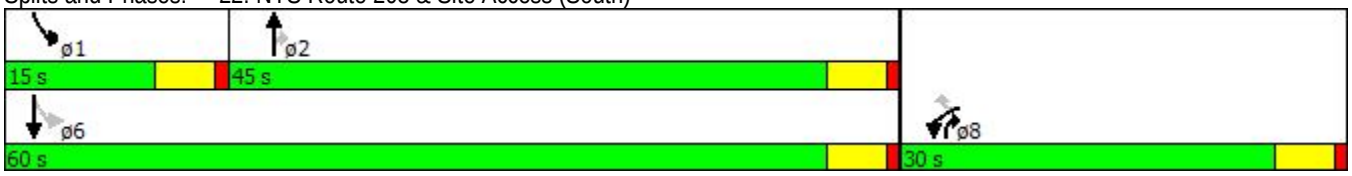
Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	383	51	438	110	151	794
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	445	59	509	128	176	923
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	508	453	751	1108	396	1030
Arrive On Green	0.29	0.29	0.41	0.41	0.08	0.56
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	445	59	509	128	176	923
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	15.9	1.8	15.1	1.8	3.5	29.7
Cycle Q Clear(g_c), s	15.9	1.8	15.1	1.8	3.5	29.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	508	453	751	1108	396	1030
V/C Ratio(X)	0.88	0.13	0.68	0.12	0.44	0.90
Avail Cap(c_a), veh/h	665	593	1106	1416	516	1506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	17.7	16.2	3.4	11.4	12.8
Incr Delay (d2), s/veh	8.6	0.0	0.4	0.0	0.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.8	7.7	1.5	1.7	15.8
LnGrp Delay(d),s/veh	31.3	17.7	16.6	3.4	11.7	16.8
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h	504		637			1099
Approach Delay, s/veh	29.7		14.0			16.0
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.5	32.1				42.6		24.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	40.0				55.0		25.0
Max Q Clear Time (g_c+I1), s	5.5	17.1				31.7		17.9
Green Ext Time (p_c), s	0.2	5.9				5.9		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	151	5	7	265	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1760	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1760	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	186	6	9	327	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	336	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	151	5	7	265	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	186	6	9	327	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	193	0	0	535	534	190	543	537	327
Stage 1	-	-	-	-	-	-	190	190	-	344	344	-
Stage 2	-	-	-	-	-	-	345	344	-	199	193	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1216	-	-	1362	-	-	479	475	853	433	433	701
Stage 1	-	-	-	-	-	-	822	753	-	653	619	-
Stage 2	-	-	-	-	-	-	690	656	-	787	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1362	-	-	475	471	853	420	430	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	471	-	420	430	-
Stage 1	-	-	-	-	-	-	822	753	-	653	614	-
Stage 2	-	-	-	-	-	-	683	651	-	769	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.3	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	1216	-	-	1362	-	-	525
HCM Lane V/C Ratio	0.112	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12.3	0	-	-	7.7	0	-	11.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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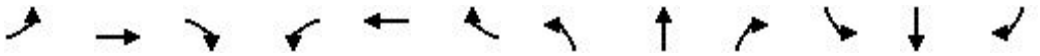

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	50	271	458	107	71	110	151	104	102	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.913			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1681	0	1604	1749	1538	1645	1536	0	1678	1614	0
Flt Permitted	0.481			0.235			0.504			0.322		
Satd. Flow (perm)	765	1681	0	393	1749	1462	856	1536	0	563	1614	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	54	295	498	116	77	120	164	113	111	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	369	0	295	498	116	77	284	0	113	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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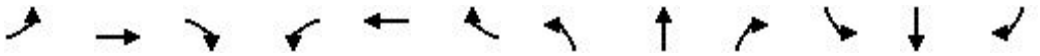

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.6	23.6		32.2	32.2	41.5	27.3	21.0		33.9	26.1	
Actuated g/C Ratio	0.26	0.26		0.36	0.36	0.46	0.31	0.23		0.38	0.29	
v/c Ratio	0.22	0.82		0.85	0.79	0.16	0.24	0.79		0.34	0.54	
Control Delay	28.7	46.0		48.7	37.7	3.3	21.5	51.3		22.4	28.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.7	46.0		48.7	37.7	3.3	21.5	51.3		22.4	28.0	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		43.6			36.9			44.9			26.4	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	26	186		133	256	5	26	148		39	103	
Queue Length 95th (ft)	61	318		#311	443	24	67	#337		92	227	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	457	863		348	795	911	388	361		476	595	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.43		0.85	0.63	0.13	0.20	0.79		0.24	0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 89.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	

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Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	50	271	458	107	71	110	151	104	102	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.98		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	54	295	498	116	77	120	164	113	111	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	359	62	397	568	595	272	148	202	281	160	242
Arrive On Green	0.13	0.27	0.27	0.18	0.31	0.31	0.05	0.22	0.22	0.08	0.25	0.25
Sat Flow, veh/h	1638	1337	229	1723	1810	1514	1706	677	925	1741	649	982
Grp Volume(v), veh/h	61	0	369	295	498	116	77	0	284	113	0	279
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1603	1741	0	1630
Q Serve(g_s), s	0.0	0.0	17.4	11.6	20.1	1.8	2.7	0.0	13.0	3.8	0.0	12.0
Cycle Q Clear(g_c), s	0.0	0.0	17.4	11.6	20.1	1.8	2.7	0.0	13.0	3.8	0.0	12.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.58	1.00		0.60
Lane Grp Cap(c), veh/h	328	0	421	397	568	595	272	0	349	281	0	402
V/C Ratio(X)	0.19	0.00	0.88	0.74	0.88	0.20	0.28	0.00	0.81	0.40	0.00	0.69
Avail Cap(c_a), veh/h	537	0	913	428	937	904	409	0	415	596	0	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	27.0	24.9	25.1	5.0	22.4	0.0	28.7	21.7	0.0	26.4
Incr Delay (d2), s/veh	0.1	0.0	2.3	5.3	3.0	0.1	0.2	0.0	8.6	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.8	6.1	10.4	1.0	1.3	0.0	6.6	1.8	0.0	5.5
LnGrp Delay(d),s/veh	28.9	0.0	29.3	30.2	28.1	5.0	22.6	0.0	37.3	22.1	0.0	27.3
LnGrp LOS	C		C	C	C	A	C		D	C		C
Approach Vol, veh/h		430			909			361			392	
Approach Delay, s/veh		29.3			25.8			34.1			25.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	25.8	8.8	24.1	15.2	29.2	11.0	21.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	13.6	19.4	4.7	14.0	2.0	22.1	5.8	15.0
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	506	847	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994					
Satd. Flow (prot)	1858	0	0	1775	1757	0
Flt Permitted	0.994					
Satd. Flow (perm)	1858	0	0	1775	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			287	114	
Travel Time (s)	1.8			3.6	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	538	901	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	543	902	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	506	847	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	538	901	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1451	902	902	0	-	0
Stage 1	902	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	134	329	758	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	329	758	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	758	-	281	-	-
HCM Lane V/C Ratio	0.007	-	0.424	-	-
HCM Control Delay (s)	9.8	0	26.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	114	626	355	506	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925			0.850		
Flt Protected	0.978					0.977
Satd. Flow (prot)	1694	0	1818	1575	0	1822
Flt Permitted	0.978					0.471
Satd. Flow (perm)	1694	0	1818	1575	0	878
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	82			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	123	673	382	544	632
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	673	382	0	1176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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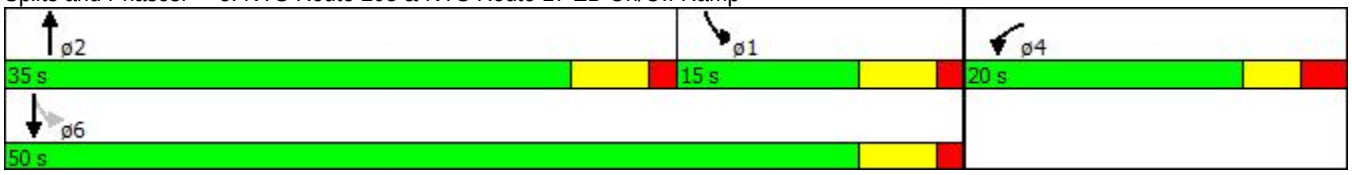
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.7		44.7	65.4		44.7
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.69		0.54	0.24		1.96
Control Delay	27.8		8.0	0.4		456.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.8		8.0	0.4		456.8
LOS	C		A	A		F
Approach Delay	27.8		5.2			456.8
Approach LOS	C		A			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.4			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.96			
Intersection Signal Delay: 223.9		Intersection LOS: F	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	114	626	355	506	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.92		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1693		1818	1575		1822
Flt Permitted	0.98		1.00	1.00		0.47
Satd. Flow (perm)	1693		1818	1575		878
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	123	673	382	544	632
RTOR Reduction (vph)	70	0	0	0	0	0
Lane Group Flow (vph)	150	0	673	382	0	1176
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.7		44.6	65.3		44.6
Effective Green, g (s)	9.7		44.6	65.3		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	251		1241	1575		599
v/s Ratio Prot	c0.09		0.37			
v/s Ratio Perm				0.24		c1.34
v/c Ratio	0.60		0.54	0.24		1.96
Uniform Delay, d1	26.0		5.2	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.5		1.7	0.4		439.5
Delay (s)	28.5		6.9	0.4		449.9
Level of Service	C		A	A		F
Approach Delay (s)	28.5		4.5			449.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	220.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.85		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	117.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	690	400	1	411	244	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950					
Flt Protected					0.950	
Satd. Flow (prot)	1698	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1698	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	734	426	1	437	260	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1160	0	0	438	260	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	30.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	690	400	1	411	244	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	734	426	1	437	260	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1160	0	1386	947
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	602	-	~ 199	343
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	602	-	~ 199	343
Mov Cap-2 Maneuver	-	-	-	-	~ 199	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	698	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	215.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	602	-	199
HCM Lane V/C Ratio	-	-	0.002	-	1.304
HCM Control Delay (s)	-	-	11	0	215.3
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	14.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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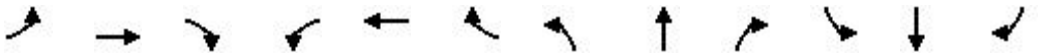

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	21	84	592	5	30	372	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.903			0.999			0.997	
Flt Protected		0.993						0.994			0.996	
Satd. Flow (prot)	0	1706	0	0	1667	0	0	1770	0	0	1824	0
Flt Permitted		0.993						0.994			0.996	
Satd. Flow (perm)	0	1706	0	0	1667	0	0	1770	0	0	1824	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	23	91	643	5	33	400	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	32	0	0	739	0	0	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	21	84	592	5	30	372	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	23	91	643	5	33	400	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1315	1302	404	1325	1303	646	409	0	0	649	0	0
Stage 1	470	470	-	829	829	-	-	-	-	-	-	-
Stage 2	845	832	-	496	474	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	125	150	639	192	231	516	1150	-	-	937	-	-
Stage 1	559	546	-	459	485	-	-	-	-	-	-	-
Stage 2	341	367	-	638	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	125	639	141	193	516	1150	-	-	937	-	-
Mov Cap-2 Maneuver	101	125	-	141	193	-	-	-	-	-	-	-
Stage 1	490	521	-	402	425	-	-	-	-	-	-	-
Stage 2	280	321	-	556	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.7	16.2	1	0.7
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	211	353	937	-	-
HCM Lane V/C Ratio	0.079	-	-	0.283	0.089	0.035	-	-
HCM Control Delay (s)	8.4	0	-	28.7	16.2	9	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.3	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	38	40	338	216	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.991	
Flt Protected	0.981			0.995		
Satd. Flow (prot)	1705	0	0	1816	1846	0
Flt Permitted	0.981			0.995		
Satd. Flow (perm)	1705	0	0	1816	1846	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	41	43	367	235	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	410	252	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	1.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	38	40	338	216	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	41	43	367	235	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	697	243	252	0	-	0
Stage 1	243	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	457	812	1313	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	812	1313	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1313	-	606	-	-
HCM Lane V/C Ratio	0.033	-	0.113	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	318	1270	227	243	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.980			
Flt Protected	0.985					0.987
Satd. Flow (prot)	1689	0	1814	0	0	1808
Flt Permitted	0.985					0.987
Satd. Flow (perm)	1689	0	1814	0	0	1808
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	346	1380	247	264	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	1627	0	0	1041
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	167.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	318	1270	227	243	715
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	346	1380	247	264	777

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2809	1504	0	0	1627	0
Stage 1	1504	-	-	-	-	-
Stage 2	1305	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 95	~ 227	-	-	399	-
Stage 1	468	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 95	~ 227	-	-	399	-
Mov Cap-2 Maneuver	~ 95	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1040.2	0	7.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	399	-
HCM Lane V/C Ratio	-	-	3.178	0.662	-
HCM Control Delay (s)	-	-	$ 1040.2	30	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	47	4.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	192	892	229	326	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931			0.850		
Flt Protected	0.976					0.987
Satd. Flow (prot)	1701	0	1853	1575	0	1857
Flt Permitted	0.976					0.305
Satd. Flow (perm)	1701	0	1853	1575	0	574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	69			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	200	929	239	340	908
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	0	929	239	0	1248
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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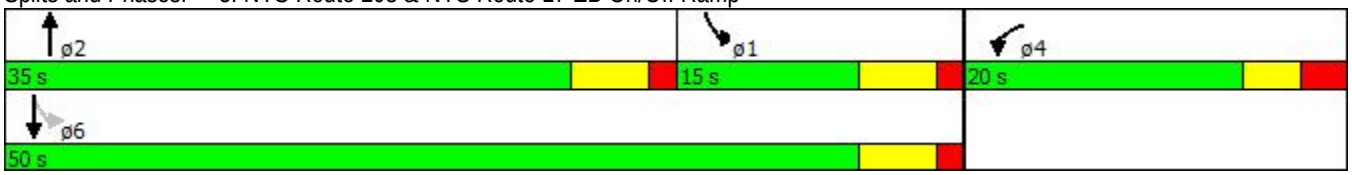
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.96		0.79	0.15		3.43
Control Delay	60.7		15.8	0.2		1113.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	60.7		15.8	0.2		1113.3
Queue Length 50th (ft)	139		253	0		~840
Queue Length 95th (ft)	#305		421	0		#1077
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	407		1177	1575		364
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.96		0.79	0.15		3.43

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	192	892	229	326	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1701		1853	1575		1856
Flt Permitted	0.98		1.00	1.00		0.31
Satd. Flow (perm)	1701		1853	1575		575
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	200	929	239	340	908
RTOR Reduction (vph)	55	0	0	0	0	0
Lane Group Flow (vph)	334	0	929	239	0	1248
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.5		44.5	70.0		44.5
Effective Green, g (s)	14.5		44.5	70.0		44.5
Actuated g/C Ratio	0.21		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	352		1177	1575		365
v/s Ratio Prot	c0.20		0.50			
v/s Ratio Perm				0.15		c2.17
v/c Ratio	0.95		0.79	0.15		3.42
Uniform Delay, d1	27.4		9.3	0.0		12.8
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	34.3		5.4	0.2		1095.6
Delay (s)	61.7		14.7	0.2		1108.3
Level of Service	E		B	A		F
Approach Delay (s)	61.7		11.8			1108.3
Approach LOS	E		B			F

Intersection Summary			
HCM 2000 Control Delay	506.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.01		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	146.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	192	892	229	326	872
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	929	0	340	908
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	83	60
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	17	87
Grp Volume(v), veh/h	190	0	929	0	1248	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	104	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.27	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	57.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	28.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	75.2	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		929			1248
Approach Delay, s/veh	29.2		75.2			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	31.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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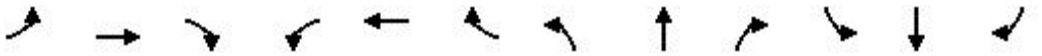

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	589	49	629	411	132	701	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1849	1607	0	1652	0
Flt Permitted		0.228			0.589			0.886			0.435	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1645	1607	0	725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				346			406		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	685	57	731	478	153	815	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	685	0	788	478	0	1001	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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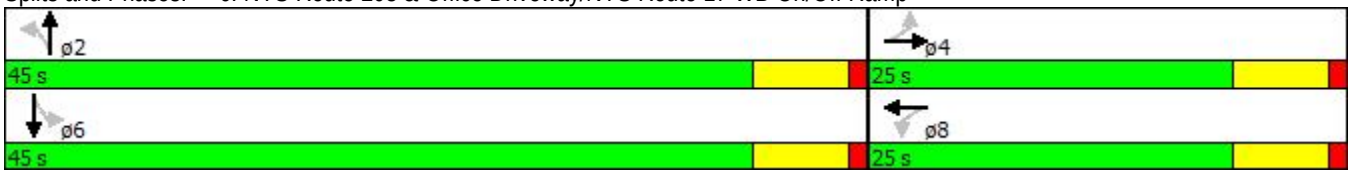
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		1.36			1.70	0.43		0.86	0.30		2.47	
Control Delay		217.4			350.9	0.8		25.4	0.5		686.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	0.8		25.4	0.5		686.6	
Queue Length 50th (ft)		~100			~329	0		263	0		~571	
Queue Length 95th (ft)		#212			#474	0		#462	0		#742	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		916	1607		405	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.43		0.86	0.30		2.47	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 120
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	589	49	629	411	132	701	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.93			1.00	0.85		1.00	0.85		1.00	
Flt Protected		0.98			0.95	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1712			1796	1599		1850	1607		1652	
Flt Permitted		0.23			0.59	1.00		0.89	1.00		0.44	
Satd. Flow (perm)		397			1107	1599		1646	1607		724	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	67	41	105	481	28	685	57	731	478	153	815	33
RTOR Reduction (vph)	0	50	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	163	0	0	509	685	0	788	478	0	999	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		107			300	1599		917	1607		403	
v/s Ratio Prot												
v/s Ratio Perm		0.41			c0.46	0.43		0.48	0.30		c1.38	
v/c Ratio		1.52			1.70	0.43		0.86	0.30		2.48	
Uniform Delay, d1		25.5			25.5	0.0		13.2	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		276.1			327.5	0.8		10.3	0.5		673.2	
Delay (s)		301.6			353.0	0.8		23.5	0.5		688.7	
Level of Service		F			F	A		C	A		F	
Approach Delay (s)		301.6			151.0			14.8			688.7	
Approach LOS		F			F			B			F	

Intersection Summary			
HCM 2000 Control Delay	259.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.22		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	136.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	589	49	629	411	132	701	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	731	0	153	815	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	95	845	895	151	609	24
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	72	1516	1607	165	1094	43
Grp Volume(v), veh/h	213	0	0	509	0	0	788	0	0	1001	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1588	0	1607	1302	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	27.0	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.07		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	985	0	895	822	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.80	0.00	0.00	1.22	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	985	0	895	822	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	12.1	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	6.8	0.0	0.0	109.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	13.0	0.0	0.0	40.2	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	18.9	0.0	0.0	126.4	0.0	0.0
LnGrp LOS	C			F			B			F		
Approach Vol, veh/h		213			509			788			1001	
Approach Delay, s/veh		21.0			91.5			18.9			126.4	
Approach LOS		C			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.6
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1490	871	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1679	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1679	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1602	937	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1711	946	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1490	871	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1602	937	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	945	0	-	0	2760	941
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	1819	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	726	-	-	-	16	303
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	116	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	726	-	-	-	16	303
Mov Cap-2 Maneuver	-	-	-	-	16	-
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	116	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	103.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	726	-	80	-	-
HCM Lane V/C Ratio	0.15	-	0.605	-	-
HCM Control Delay (s)	10.8	0	103.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	2.7	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1463	861	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1757	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1590	936	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1627	945	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1463	861	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1590	936	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2604	940	945	0	-	0
Stage 1	940	-	-	-	-	-
Stage 2	1664	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	27	320	726	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	320	726	-	-	-
Mov Cap-2 Maneuver	15	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	95	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	126	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	726	-	54	-	-
HCM Lane V/C Ratio	0.051	-	0.503	-	-
HCM Control Delay (s)	10.2	0	126	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1241	806	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1770	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1349	876	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1367	943	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	499.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1241	806	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1349	876	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2296	910	943	0	-	0
Stage 1	910	-	-	-	-	-
Stage 2	1386	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 33	316	727	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	~ 199	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 30	316	727	-	-	-
Mov Cap-2 Maneuver	~ 30	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	~ 179	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 4125.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	727	-	33	-	-
HCM Lane V/C Ratio	0.025	-	9.651	-	-
HCM Control Delay (s)	10.1	$	4125.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	38.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1496	867	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1575	913	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1580	914	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1496	867	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1575	913	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2498	913	914	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	1585	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	28	323	746	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	26	323	746	-	-	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	160	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	83.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	48	-	-
HCM Lane V/C Ratio	0.007	-	0.044	-	-
HCM Control Delay (s)	9.9	0	83.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1318	120	30	791	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.989			0.996	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1757	0	0	1751	0
Flt Permitted		0.977			0.963			0.970			0.910	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1706	0	0	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1417	129	32	851	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1580	0	0	912	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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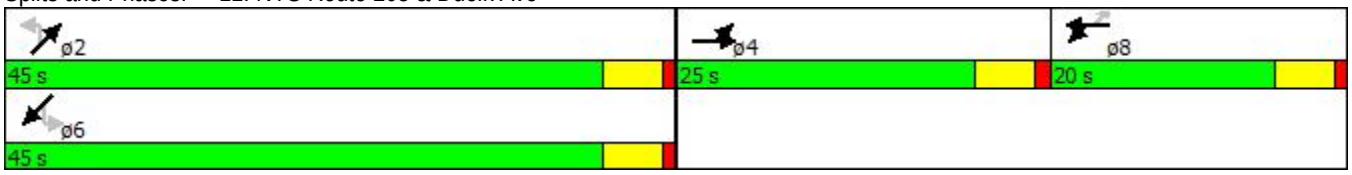
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.36			0.30	0.08		1.41			0.87	
Control Delay		24.0			32.2	0.6		208.3			26.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		208.3			26.5	
Queue Length 50th (ft)		16			26	0		~986			334	
Queue Length 95th (ft)		52			63	0		#1356			#688	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1124			1050	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.41			0.87	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1318	120	30	791	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.94			1.00	0.85		0.99			1.00	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1859			1977	1785		1757			1751	
Flt Permitted		0.98			0.96	1.00		0.97			0.91	
Satd. Flow (perm)		1859			1977	1785		1706			1596	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	5	33	52	15	22	34	1417	129	32	851	29
RTOR Reduction (vph)	0	31	0	0	0	20	0	2	0	0	1	0
Lane Group Flow (vph)	0	41	0	0	67	2	0	1578	0	0	911	0
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.2			6.4	6.4		43.6			43.6	
Effective Green, g (s)		5.2			6.4	6.4		43.6			43.6	
Actuated g/C Ratio		0.07			0.09	0.09		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		137			180	162		1059			991	
v/s Ratio Prot		c0.02			c0.03							
v/s Ratio Perm						0.00		c0.92			0.57	
v/c Ratio		0.30			0.37	0.01		1.49			0.92	
Uniform Delay, d1		30.8			30.0	29.0		13.3			11.7	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.5			1.3	0.0		225.5			14.7	
Delay (s)		31.2			31.3	29.1		238.8			26.5	
Level of Service		C			C	C		F			C	
Approach Delay (s)		31.2			30.8			238.8			26.5	
Approach LOS		C			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	153.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1318	120	30	791	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1417	129	32	851	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	71	1037	93	77	1035	35
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	19	1621	146	28	1617	54
Grp Volume(v), veh/h	72	0	0	67	0	22	1580	0	0	912	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1786	0	0	1699	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	16.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	23.7	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.08	0.04		0.03
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1202	0	0	1147	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.31	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1202	0	0	1147	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.0	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	147.5	0.0	0.0	5.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	69.6	0.0	0.0	13.2	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	159.6	0.0	0.0	13.9	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		72			89			1580			912	
Approach Delay, s/veh		32.7			31.8			159.6			13.9	
Approach LOS		C			C			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	101.8
HCM 2010 LOS	F

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1339	815	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.998	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1729	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1729	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1409	858	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1442	874	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1339	815	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1409	858	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2341	866	874	0	-	0
Stage 1	866	-	-	-	-	-
Stage 2	1475	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	31	336	772	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	336	772	-	-	-
Mov Cap-2 Maneuver	25	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	143	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	108.4	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	772	-	76	-	-
HCM Lane V/C Ratio	0.042	-	0.609	-	-
HCM Control Delay (s)	9.9	0	108.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1333	18	1	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1403	19	1	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1422	0	0	862
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1333	18	1	818
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1403	19	1	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2276	1413	0	0	1422	0
Stage 1	1413	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	190	-	-	479	-
Stage 1	285	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	190	-	-	479	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	72	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	67	479	-
HCM Lane V/C Ratio	-	-	0.204	0.002	-
HCM Control Delay (s)	-	-	72	12.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1332	816	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1767	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1767	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1432	877	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1434	880	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1332	816	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1432	877	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2316	879	881	0	-	0
Stage 1	879	-	-	-	-	-
Stage 2	1437	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	33	333	776	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	333	776	-	-	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	72.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	776	-	60	-	-
HCM Lane V/C Ratio	0.003	-	0.108	-	-
HCM Control Delay (s)	9.7	0	72.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1318	17	20	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1638	0	1763	0	0	1749
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1417	18	22	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1435	0	0	893
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1318	17	20	810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1417	18	22	871

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2340	1426	0	0	1435	0
Stage 1	1426	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	52	180	-	-	473	-
Stage 1	260	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	47	180	-	-	473	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	65.8	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	86	473	-
HCM Lane V/C Ratio	-	-	0.325	0.045	-
HCM Control Delay (s)	-	-	65.8	13	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1293	36	33	809	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.998	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1805	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1821	0	0	1805	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1390	39	35	870	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1434	0	0	922	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	7.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1293	36	33	809	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1390	39	35	870	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2372	2389	878	2379	2378	1410	887	0	0	1429	0	0
Stage 1	949	949	-	1420	1420	-	-	-	-	-	-	-
Stage 2	1423	1440	-	959	958	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	28	39	356	35	51	191	763	-	-	476	-	-
Stage 1	330	357	-	214	256	-	-	-	-	-	-	-
Stage 2	182	214	-	362	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	32	356	29	42	191	763	-	-	476	-	-
Mov Cap-2 Maneuver	23	32	-	29	42	-	-	-	-	-	-	-
Stage 1	319	305	-	207	248	-	-	-	-	-	-	-
Stage 2	172	207	-	292	336	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	251.8	276.7	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	763	-	-	33	43	476	-	-
HCM Lane V/C Ratio	0.007	-	-	0.815	0.9	0.075	-	-
HCM Control Delay (s)	9.8	0	-	276.7	251.8	13.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.8	3.6	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1331	1	2	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1447	1	2	932
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1448	0	0	934
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1331	1	2	857
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1447	1	2	932

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2383	1447	0	0	1448	0
Stage 1	1447	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	56	182	-	-	468	-
Stage 1	275	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	55	182	-	-	468	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	442	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	41.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	103	468	-
HCM Lane V/C Ratio	-	-	0.032	0.005	-
HCM Control Delay (s)	-	-	41.1	12.7	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1035	48	12	611	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.965			0.978			0.999			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1190	55	14	702	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1282	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	1035	48	12	611	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1190	55	14	702	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2060	2067	721	2044	2059	1217	740	0	0	1245	0	0
Stage 1	749	749	-	1291	1291	-	-	-	-	-	-	-
Stage 2	1311	1318	-	753	768	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	48	419	47	62	228	867	-	-	559	-	-
Stage 1	387	402	-	216	251	-	-	-	-	-	-	-
Stage 2	182	211	-	419	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	39	419	37	51	228	867	-	-	559	-	-
Mov Cap-2 Maneuver	25	39	-	37	51	-	-	-	-	-	-	-
Stage 1	332	385	-	186	216	-	-	-	-	-	-	-
Stage 2	128	181	-	392	411	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 375.7	243.5	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	867	-	-	31	68	559	-	-
HCM Lane V/C Ratio	0.042	-	-	1.075	1.099	0.025	-	-
HCM Control Delay (s)	9.3	0	-	$ 375.7	243.5	11.6	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	5.7	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1263	7	2	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1373	8	2	909
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1373	8	2	909
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1263	7	2	836
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1373	8	2	909

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2286	1373	0	0	1373	0
Stage 1	1373	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	64	190	-	-	446	-
Stage 1	292	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	190	-	-	446	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	100	446	-
HCM Lane V/C Ratio	-	-	0.12	0.005	-
HCM Control Delay (s)	-	-	45.8	13.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	15	31	960	54	54	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.993			
Flt Protected	0.984					0.995
Satd. Flow (prot)	1664	0	1813	0	0	1853
Flt Permitted	0.984					0.995
Satd. Flow (perm)	1664	0	1813	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	34	1043	59	59	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	1102	0	0	643
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	1.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	15	31	960	54	54	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	34	1043	59	59	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1774	1073	0	0	1102	0
Stage 1	1073	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	91	268	-	-	633	-
Stage 1	328	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	268	-	-	633	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	40.9	0	1
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	149	633	-
HCM Lane V/C Ratio	-	-	0.336	0.093	-
HCM Control Delay (s)	-	-	40.9	11.3	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.3	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	952	381	54	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.077	
Satd. Flow (perm)	1770	1583	1845	1599	139	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		177		405		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	247	177	1013	405	57	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	177	1013	405	57	667
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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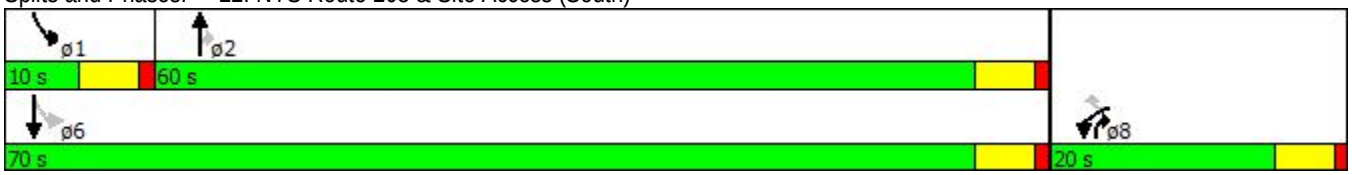
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	20.0	20.0	60.0	20.0	10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%	22.2%	11.1%	77.8%
Maximum Green (s)	15.0	15.0	55.0	15.0	5.0	65.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.76	0.41	0.90	0.27	0.28	0.54
Control Delay	50.8	8.9	26.5	0.6	7.2	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	8.9	26.5	0.6	7.2	7.8
Queue Length 50th (ft)	138	0	453	0	8	140
Queue Length 95th (ft)	#266	55	#772	10	17	208
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	368	469	1331	1480	203	1477
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.38	0.76	0.27	0.28	0.45

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 77.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	952	381	54	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.95	1.00	1.00	1.00	0.08	1.00
Satd. Flow (perm)	1770	1583	1845	1599	138	1810
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	247	177	1013	405	57	667
RTOR Reduction (vph)	0	145	0	90	0	0
Lane Group Flow (vph)	247	32	1013	315	57	667
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	14.2	14.2	47.2	61.4	54.8	54.8
Effective Green, g (s)	14.2	14.2	47.2	61.4	54.8	54.8
Actuated g/C Ratio	0.18	0.18	0.60	0.78	0.69	0.69
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	318	284	1102	1343	147	1255
v/s Ratio Prot	c0.14		c0.55	0.04	0.01	c0.37
v/s Ratio Perm		0.02		0.15	0.26	
v/c Ratio	0.78	0.11	0.92	0.23	0.39	0.53
Uniform Delay, d1	30.9	27.1	14.2	2.4	15.5	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.4	0.1	11.8	0.0	0.6	0.2
Delay (s)	41.2	27.2	26.0	2.4	16.1	6.1
Level of Service	D	C	C	A	B	A
Approach Delay (s)	35.4		19.2			6.9
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	232	166	952	381	54	627
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	247	177	1013	405	57	667
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	293	261	1109	1225	214	1283
Arrive On Green	0.17	0.17	0.60	0.60	0.05	0.71
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	247	177	1013	405	57	667
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	10.7	8.3	38.6	6.3	0.9	13.5
Cycle Q Clear(g_c), s	10.7	8.3	38.6	6.3	0.9	13.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	293	261	1109	1225	214	1283
V/C Ratio(X)	0.84	0.68	0.91	0.33	0.27	0.52
Avail Cap(c_a), veh/h	335	299	1277	1371	246	1480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	31.2	14.0	2.9	16.6	5.3
Incr Delay (d2), s/veh	14.2	3.5	8.7	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	3.9	22.1	4.7	0.8	6.7
LnGrp Delay(d),s/veh	46.4	34.7	22.7	3.0	16.9	5.4
LnGrp LOS	D	C	C	A	B	A
Approach Vol, veh/h	424		1418			724
Approach Delay, s/veh	41.5		17.1			6.3
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	52.8				61.3		18.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	2.9	40.6				15.5		12.7
Green Ext Time (p_c), s	0.0	7.2				10.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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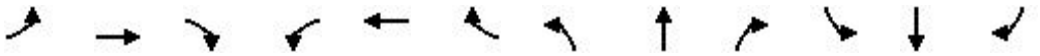

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	343	20	18	219	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	373	22	20	238	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	395	0	0	258	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	343	20	18	219	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	373	22	20	238	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	395	0	0	661	661	384	667	672	238
Stage 1	-	-	-	-	-	-	384	384	-	277	277	-
Stage 2	-	-	-	-	-	-	277	277	-	390	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1329	-	-	1164	-	-	404	412	678	359	363	796
Stage 1	-	-	-	-	-	-	667	638	-	718	671	-
Stage 2	-	-	-	-	-	-	752	702	-	621	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1329	-	-	1164	-	-	398	404	678	347	356	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	404	-	347	356	-
Stage 1	-	-	-	-	-	-	667	638	-	718	658	-
Stage 2	-	-	-	-	-	-	737	688	-	609	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	12.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1329	-	-	1164	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.7	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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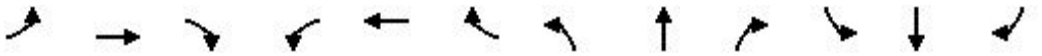

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	40	272	345	151	34	156	313	182	154	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.900			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1693	0	1604	1749	1538	1645	1510	0	1678	1723	0
Flt Permitted	0.539			0.238			0.611			0.144		
Satd. Flow (perm)	855	1693	0	398	1749	1467	1038	1510	0	254	1723	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				164					19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	43	296	375	164	37	170	340	198	167	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	373	0	296	375	164	37	510	0	198	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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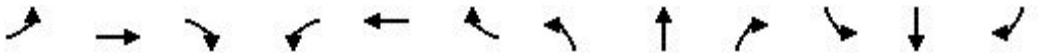

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	10.0	28.0		20.0	38.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.16	0.88		0.83	0.61	0.20	0.12	1.60		0.62	0.38	
Control Delay	32.2	58.0		49.0	33.8	1.8	21.4	313.7		30.6	27.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	58.0		49.0	33.8	1.8	21.4	313.7		30.6	27.0	
Queue Length 50th (ft)	22	224		176	231	0	15	~492		88	115	
Queue Length 95th (ft)	54	#400		#298	325	17	36	#740		154	194	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	311	505		395	728	915	393	319		406	619	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.74		0.75	0.52	0.18	0.09	1.60		0.49	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 96.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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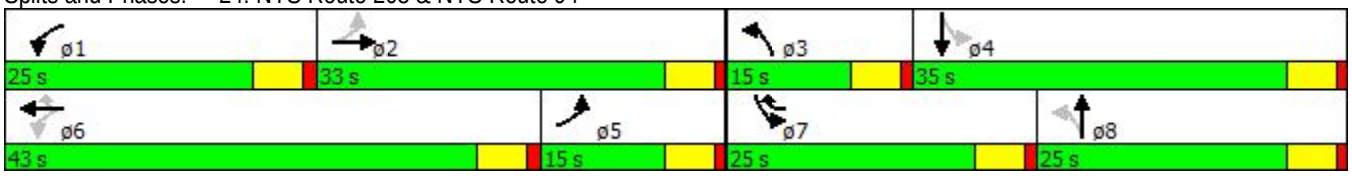
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	40	272	345	151	34	156	313	182	154	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1520	1693		1602	1749	1490	1628	1512		1678	1724	
Flt Permitted	0.54	1.00		0.24	1.00	1.00	0.61	1.00		0.14	1.00	
Satd. Flow (perm)	862	1693		401	1749	1490	1047	1512		255	1724	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	330	43	296	375	164	37	170	340	198	167	70
RTOR Reduction (vph)	0	4	0	0	0	85	0	0	0	0	13	0
Lane Group Flow (vph)	45	369	0	296	375	79	37	510	0	198	224	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	26.3	26.3		34.1	34.1	48.5	25.9	22.7		42.1	33.9	
Effective Green, g (s)	26.3	26.3		34.1	34.1	48.5	25.9	22.7		42.1	33.9	
Actuated g/C Ratio	0.26	0.26		0.34	0.34	0.48	0.26	0.23		0.42	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	287	442		342	592	717	287	340		310	580	
v/s Ratio Prot	0.01	c0.22		c0.15	0.21	0.02	0.00	c0.34		c0.09	0.13	
v/s Ratio Perm	0.03			c0.14		0.04	0.03			0.18		
v/c Ratio	0.16	0.83		0.87	0.63	0.11	0.13	1.50		0.64	0.39	
Uniform Delay, d1	29.0	35.1		28.0	28.0	14.3	28.4	39.0		22.5	25.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	12.2		19.2	1.6	0.0	0.1	239.9		3.2	0.2	
Delay (s)	29.1	47.3		47.2	29.7	14.3	28.5	278.9		25.6	25.6	
Level of Service	C	D		D	C	B	C	F		C	C	
Approach Delay (s)		45.4			32.9			262.0			25.6	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	89.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	40	272	345	151	34	156	313	182	154	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.79		0.98	0.92		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	43	296	375	164	37	170	340	198	167	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	418	361	47	404	435	531	333	116	233	271	375	157
Arrive On Green	0.21	0.26	0.26	0.19	0.24	0.24	0.02	0.22	0.22	0.11	0.31	0.31
Sat Flow, veh/h	1638	1394	182	1723	1810	1506	1706	526	1052	1741	1217	510
Grp Volume(v), veh/h	45	0	373	296	375	164	37	0	510	198	0	237
Grp Sat Flow(s),veh/h/ln	1638	0	1576	1723	1810	1506	1706	0	1577	1741	0	1728
Q Serve(g_s), s	0.0	0.0	20.8	14.8	17.9	3.1	1.5	0.0	20.0	7.5	0.0	9.9
Cycle Q Clear(g_c), s	0.0	0.0	20.8	14.8	17.9	3.1	1.5	0.0	20.0	7.5	0.0	9.9
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.67	1.00		0.30
Lane Grp Cap(c), veh/h	418	0	408	404	435	531	333	0	349	271	0	532
V/C Ratio(X)	0.11	0.00	0.91	0.73	0.86	0.31	0.11	0.00	1.46	0.73	0.00	0.45
Avail Cap(c_a), veh/h	418	0	489	461	761	803	482	0	349	465	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	32.5	34.3	32.8	7.4	26.3	0.0	35.2	24.0	0.0	25.1
Incr Delay (d2), s/veh	0.0	0.0	18.1	4.0	2.0	0.1	0.1	0.0	222.3	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	11.1	7.4	9.2	1.5	0.7	0.0	30.2	3.6	0.0	4.8
LnGrp Delay(d),s/veh	28.5	0.0	50.6	38.3	34.8	7.5	26.4	0.0	257.5	25.4	0.0	25.3
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		418			835			547			435	
Approach Delay, s/veh		48.3			30.7			241.8			25.3	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	28.4	7.1	32.8	23.7	26.7	14.9	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	16.8	22.8	3.5	11.9	2.0	19.9	9.5	22.0
Green Ext Time (p_c), s	0.2	0.6	0.0	2.8	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	84.6
HCM 2010 LOS	F

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1105	643	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1270	739	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1285	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1105	643	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1270	739	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2040	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	1300	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	408	866	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	408	866	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	866	-	186	-	-
HCM Lane V/C Ratio	0.017	-	0.284	-	-
HCM Control Delay (s)	9.2	0	31.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	192	892	229	326	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931			0.850		
Flt Protected	0.976					0.987
Satd. Flow (prot)	1701	0	1853	1575	0	1857
Flt Permitted	0.976					0.305
Satd. Flow (perm)	1701	0	1853	1575	0	574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	69			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	200	929	239	340	908
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	0	929	239	0	1248
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.5		44.5	70.0		44.5
Actuated g/C Ratio	0.21		0.64	1.00		0.64
v/c Ratio	0.96		0.79	0.15		3.43
Control Delay	60.7		15.8	0.2		1113.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	60.7		15.8	0.2		1113.3
LOS	E		B	A		F
Approach Delay	60.7		12.6			1113.3
Approach LOS	E		B			F
Queue Length 50th (ft)	139		253	0		~840
Queue Length 95th (ft)	#305		421	0		#1077
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	407		1177	1575		364
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.96		0.79	0.15		3.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 3.43			
Intersection Signal Delay: 509.0		Intersection LOS: F	
Intersection Capacity Utilization 146.4%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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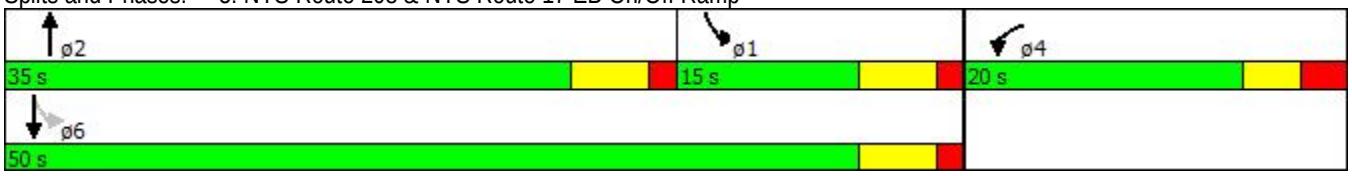
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	192	892	229	326	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1701		1853	1575		1856
Flt Permitted	0.98		1.00	1.00		0.31
Satd. Flow (perm)	1701		1853	1575		575
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	200	929	239	340	908
RTOR Reduction (vph)	55	0	0	0	0	0
Lane Group Flow (vph)	334	0	929	239	0	1248
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.5		44.5	70.0		44.5
Effective Green, g (s)	14.5		44.5	70.0		44.5
Actuated g/C Ratio	0.21		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	352		1177	1575		365
v/s Ratio Prot	c0.20		0.50			
v/s Ratio Perm				0.15		c2.17
v/c Ratio	0.95		0.79	0.15		3.42
Uniform Delay, d1	27.4		9.3	0.0		12.8
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	34.3		5.4	0.2		1095.6
Delay (s)	61.7		14.7	0.2		1108.3
Level of Service	E		B	A		F
Approach Delay (s)	61.7		11.8			1108.3
Approach LOS	E		B			F

Intersection Summary			
HCM 2000 Control Delay	506.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.01		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	146.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

COMBINED CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	663	404	0	419	267	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1741	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1741	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	684	416	0	432	275	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1100	0	0	432	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	30.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	663	404	0	419	267	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	684	416	0	432	275	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1100	0	1324	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	642	-	~ 216	370
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	642	-	~ 216	370
Mov Cap-2 Maneuver	-	-	-	-	~ 216	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	706	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	200.1
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	642	-	217
HCM Lane V/C Ratio	-	-	-	-	1.278
HCM Control Delay (s)	-	-	0	-	200.1
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	14.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	17	78	598	4	29	400	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.932			0.999			0.995	
Flt Protected		0.993			0.997			0.994			0.997	
Satd. Flow (prot)	0	1664	0	0	1652	0	0	1774	0	0	1826	0
Flt Permitted		0.993			0.997			0.994			0.997	
Satd. Flow (perm)	0	1664	0	0	1652	0	0	1774	0	0	1826	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	18	84	643	4	31	412	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	36	0	0	731	0	0	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	17	78	598	4	29	400	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	18	84	643	4	31	412	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1313	1298	420	1327	1304	645	429	0	0	647	0	0
Stage 1	483	483	-	813	813	-	-	-	-	-	-	-
Stage 2	830	815	-	514	491	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	127	147	624	152	225	520	1141	-	-	948	-	-
Stage 1	554	530	-	389	482	-	-	-	-	-	-	-
Stage 2	351	367	-	536	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	125	624	112	191	520	1141	-	-	948	-	-
Mov Cap-2 Maneuver	101	125	-	112	191	-	-	-	-	-	-	-
Stage 1	490	507	-	344	427	-	-	-	-	-	-	-
Stage 2	288	325	-	460	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	20.9	1	0.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1141	-	-	231	263	948	-	-
HCM Lane V/C Ratio	0.074	-	-	0.317	0.139	0.033	-	-
HCM Control Delay (s)	8.4	0	-	27.6	20.9	8.9	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.5	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	45	42	338	263	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903				0.991	
Flt Protected	0.986			0.995		
Satd. Flow (prot)	1717	0	0	1836	1866	0
Flt Permitted	0.986			0.995		
Satd. Flow (perm)	1717	0	0	1836	1866	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	51	47	380	296	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	427	318	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	45	42	338	263	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	51	47	380	296	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	781	307	318	0	-	0
Stage 1	307	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	417	757	1253	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	397	757	1253	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1253	-	601	-	-
HCM Lane V/C Ratio	0.038	-	0.118	-	-
HCM Control Delay (s)	8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	316	1162	240	257	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.977			
Flt Protected	0.984					0.987
Satd. Flow (prot)	1610	0	1856	0	0	1834
Flt Permitted	0.984					0.987
Satd. Flow (perm)	1610	0	1856	0	0	1834
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	333	1223	253	271	782
Shared Lane Traffic (%)						
Lane Group Flow (vph)	487	0	1476	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	138.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	316	1162	240	257	743
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	333	1223	253	271	782

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2672	1349	0	0	1476	0
Stage 1	1349	-	-	-	-	-
Stage 2	1323	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	~ 104	~ 261	-	-	447	-
Stage 1	499	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 104	~ 261	-	-	447	-
Mov Cap-2 Maneuver	~ 104	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 842.5	0	6.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	177	447	-
HCM Lane V/C Ratio	-	-	2.748	0.605	-
HCM Control Delay (s)	-	-	$ 842.5	24.6	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	42.9	3.9	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	187	847	229	329	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977					0.986
Satd. Flow (prot)	1650	0	1818	1575	0	1829
Flt Permitted	0.977					0.356
Satd. Flow (perm)	1650	0	1818	1575	0	660
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	70			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	193	873	236	339	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	873	236	0	1201
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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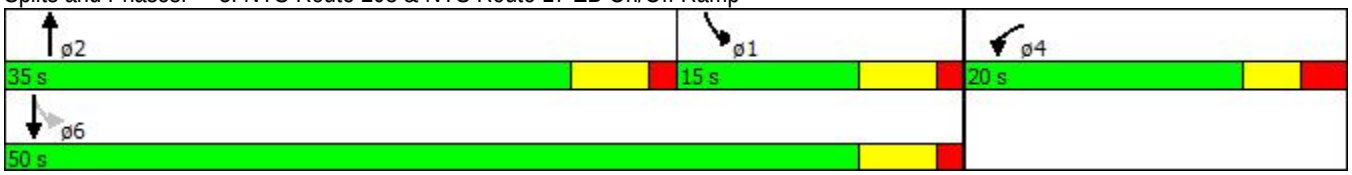
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.94		0.75	0.15		2.86
Control Delay	58.7		14.2	0.2		858.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	58.7		14.2	0.2		858.5
Queue Length 50th (ft)	131		228	0		~745
Queue Length 95th (ft)	#290		379	0		#979
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	398		1158	1575		420
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.93		0.75	0.15		2.86

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 69.8	
Natural Cycle: 140	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	187	847	229	329	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1649		1818	1575		1829
Flt Permitted	0.98		1.00	1.00		0.36
Satd. Flow (perm)	1649		1818	1575		661
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	193	873	236	339	862
RTOR Reduction (vph)	56	0	0	0	0	0
Lane Group Flow (vph)	316	0	873	236	0	1201
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.3		44.5	69.8		44.5
Effective Green, g (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	337		1159	1575		421
v/s Ratio Prot	c0.19		0.48			
v/s Ratio Perm				0.15		c1.82
v/c Ratio	0.94		0.75	0.15		2.85
Uniform Delay, d1	27.3		8.8	0.0		12.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	32.7		4.6	0.2		840.3
Delay (s)	60.0		13.4	0.2		852.9
Level of Service	E		B	A		F
Approach Delay (s)	60.0		10.6			852.9
Approach LOS	E		B			F

Intersection Summary			
HCM 2000 Control Delay	394.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.56		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	141.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	187	847	229	329	836
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1910	1818	1853	1919	1855
Adj Flow Rate, veh/h	179	0	873	0	339	862
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	4	4
Cap, veh/h	225	0	840	728	84	60
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.70
Sat Flow, veh/h	1720	0	1818	1575	17	87
Grp Volume(v), veh/h	180	0	873	0	1201	0
Grp Sat Flow(s),veh/h/ln	1730	0	1818	1575	104	0
Q Serve(g_s), s	6.4	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.28	
Lane Grp Cap(c), veh/h	226	0	840	728	0	0
V/C Ratio(X)	0.80	0.00	1.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	393	0	840	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	41.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	24.4	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.3	0.0	58.9	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	180		873			1201
Approach Delay, s/veh	29.3		58.9			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		13.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.4		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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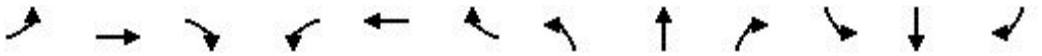

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	523	49	654	336	148	708	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.997			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1898	1607	0	1709	0
Flt Permitted		0.486			0.638			0.901			0.489	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1716	1607	0	843	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				337			320		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	545	51	681	350	154	738	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	545	0	732	350	0	918	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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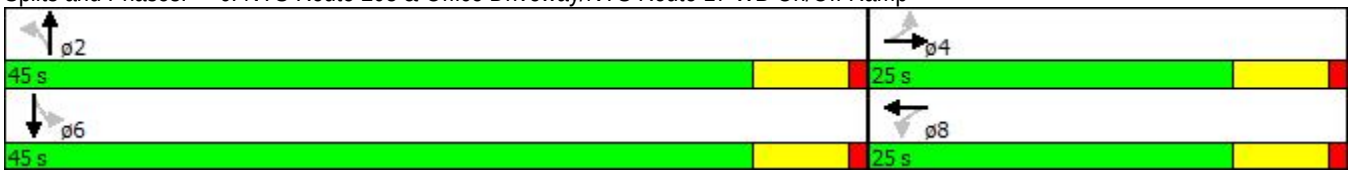
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.60			1.26	0.34		0.77	0.22		1.95	
Control Delay		22.7			168.0	0.6		18.8	0.3		453.8	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.6		18.8	0.3		453.8	
Queue Length 50th (ft)		34			~231	0		222	0		~433	
Queue Length 95th (ft)		#103			#391	0		367	0		#650	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		956	1607		471	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.34		0.77	0.22		1.95	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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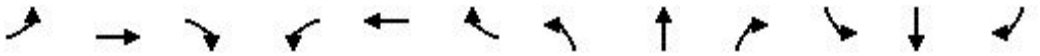

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	523	49	654	336	148	708	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.93			1.00	0.85		1.00	0.85		1.00	
Flt Protected		0.99			0.95	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1740			1815	1615		1898	1607		1709	
Flt Permitted		0.49			0.64	1.00		0.90	1.00		0.49	
Satd. Flow (perm)		859			1214	1615		1717	1607		843	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	31	90	395	21	545	51	681	350	154	738	26
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	117	0	0	416	545	0	732	350	0	917	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		233			329	1615		956	1607		469	
v/s Ratio Prot												
v/s Ratio Perm		0.14			c0.34	0.34		0.43	0.22		c1.09	
v/c Ratio		0.50			1.26	0.34		0.77	0.22		1.95	
Uniform Delay, d1		21.5			25.5	0.0		12.0	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.6			141.1	0.6		5.8	0.3		437.3	
Delay (s)		22.1			166.6	0.6		17.8	0.3		452.8	
Level of Service		C			F	A		B	A		F	
Approach Delay (s)		22.1			72.4			12.1			452.8	
Approach LOS		C			E			B			F	

Intersection Summary			
HCM 2000 Control Delay	160.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.73		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	127.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	523	49	654	336	148	708	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1928	1904	1891	1872	1853	1872
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	681	0	154	738	26
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	1	1	2	1	1	1
Cap, veh/h	186	120	260	444	18	438	94	888	895	173	665	23
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	440	443	958	1265	67	1615	70	1594	1607	203	1194	41
Grp Volume(v), veh/h	173	0	0	416	0	0	732	0	0	918	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1332	0	1615	1664	0	1607	1438	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	20.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	21.0	0.0	0.0	20.7	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.30		0.52	0.95		1.00	0.07		1.00	0.17		0.03
Lane Grp Cap(c), veh/h	619	0	0	500	0	438	1030	0	895	902	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.83	0.00	0.00	0.71	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	619	0	0	500	0	438	1030	0	895	902	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	25.6	0.0	0.0	11.1	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.8	0.0	0.0	4.2	0.0	0.0	34.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	9.3	0.0	0.0	10.6	0.0	0.0	25.4	0.0	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	36.4	0.0	0.0	15.2	0.0	0.0	51.5	0.0	0.0
LnGrp LOS	C			D			B			F		
Approach Vol, veh/h		173			416			732			918	
Approach Delay, s/veh		20.4			36.4			15.2			51.5	
Approach LOS		C			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		7.4		0.0		23.0
Green Ext Time (p_c), s		0.0		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1383	902	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.923	
Flt Protected		0.997			0.979	
Satd. Flow (prot)	0	1743	1722	0	1926	0
Flt Permitted		0.997			0.979	
Satd. Flow (perm)	0	1743	1722	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1426	930	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1526	963	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	83.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	1383	902	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	1426	930	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	963	0	-	0	2572	946
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	1626	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	723	-	-	-	~ 22	304
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	149	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	723	-	-	-	~ 7	304
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	50	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	$ 2461.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	723	-	16	-	-
HCM Lane V/C Ratio	0.138	-	5.412	-	-
HCM Control Delay (s)	10.8	$	2461.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	11.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1381	917	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.999		
Satd. Flow (prot)	1717	0	0	1863	1808	0
Flt Permitted	0.989			0.999		
Satd. Flow (perm)	1717	0	0	1863	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1454	965	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1494	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	1381	917	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	1454	965	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2503	969	973	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	1534	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	22	310	717	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	310	717	-	-	-
Mov Cap-2 Maneuver	16	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	108	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	98.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	717	-	60	-	-
HCM Lane V/C Ratio	0.056	-	0.386	-	-
HCM Control Delay (s)	10.3	0	98.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1194	830	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.989	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1816	0
Flt Permitted	0.959					
Satd. Flow (perm)	1698	0	0	1810	1816	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1257	874	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1268	949	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	255.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	1194	830	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1257	874	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2189	911	948	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	1278	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 40	319	732	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 38	319	732	-	-	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	~ 217	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2444.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	43	-	-
HCM Lane V/C Ratio	0.014	-	6.022	-	-
HCM Control Delay (s)	10	-	$ 2444.9	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	30.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1401	895	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1459	932	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1465	934	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1401	895	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1459	932	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2405	933	934	0	-	0
Stage 1	933	-	-	-	-	-
Stage 2	1472	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	32	317	741	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	317	741	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	188	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	741	-	87	-	-
HCM Lane V/C Ratio	0.008	-	0.084	-	-
HCM Control Delay (s)	9.9	0	50.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	1251	91	23	844	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.991			0.996	
Flt Protected		0.969			0.957			0.998			0.999	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1806	0	0	1799	0
Flt Permitted		0.969			0.957			0.954			0.946	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1726	0	0	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		5			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	1277	93	23	861	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1414	0	0	908	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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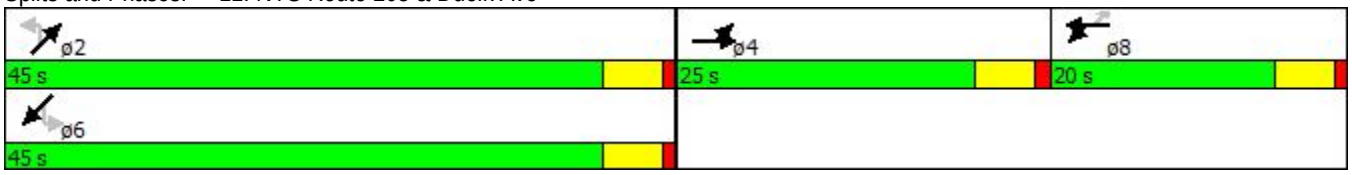
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.34			0.32	0.08		1.25			0.81	
Control Delay		29.2			32.4	0.6		141.3			22.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		141.3			22.2	
Queue Length 50th (ft)		21			30	0		~839			313	
Queue Length 95th (ft)		57			68	0		#1193			#662	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1130			1115	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		1.25			0.81	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 130
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	1251	91	23	844	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.97			1.00	0.85		0.99			1.00	
Flt Protected		0.97			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1917			2015	1734		1807			1800	
Flt Permitted		0.97			0.96	1.00		0.95			0.95	
Satd. Flow (perm)		1917			2015	1734		1726			1705	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	43	8	16	66	8	23	44	1277	93	23	861	24
RTOR Reduction (vph)	0	15	0	0	0	21	0	2	0	0	1	0
Lane Group Flow (vph)	0	52	0	0	74	2	0	1412	0	0	907	0
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.4			6.6	6.6		43.6			43.6	
Effective Green, g (s)		5.4			6.6	6.6		43.6			43.6	
Actuated g/C Ratio		0.08			0.09	0.09		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		146			188	162		1065			1052	
v/s Ratio Prot		c0.03			c0.04							
v/s Ratio Perm						0.00		c0.82			0.53	
v/c Ratio		0.36			0.39	0.01		1.33			0.86	
Uniform Delay, d1		31.0			30.1	29.0		13.5			11.0	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.5			1.4	0.0		153.2			9.3	
Delay (s)		31.5			31.5	29.1		166.7			20.4	
Level of Service		C			C	C		F			C	
Approach Delay (s)		31.5			30.9			166.7			20.4	
Approach LOS		C			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	104.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	110.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	1251	91	23	844	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1889	1910	1910	1871	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	1277	93	23	861	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	64	12	24	111	13	107	79	1067	77	71	1109	30
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1155	215	430	1699	206	1640	31	1668	120	19	1733	48
Grp Volume(v), veh/h	67	0	0	74	0	23	1414	0	0	908	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1819	0	0	1799	0	0
Q Serve(g_s), s	2.3	0.0	0.0	2.4	0.0	0.8	18.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.8	40.0	0.0	0.0	21.4	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.03		0.07	0.03		0.03
Lane Grp Cap(c), veh/h	99	0	0	124	0	107	1223	0	0	1210	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.60	0.00	0.22	1.16	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	576	0	0	457	0	393	1223	0	0	1210	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.4	0.0	27.7	11.9	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	4.5	0.0	1.0	79.8	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.4	47.8	0.0	0.0	12.3	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	32.9	0.0	28.7	91.7	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		67			97			1414			908	
Approach Delay, s/veh		32.0			31.9			91.7			12.2	
Approach LOS		C			C			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.4		45.0		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.3		0.0		4.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	58.7
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	1285	867	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.998	
Flt Protected	0.981			0.999		
Satd. Flow (prot)	1707	0	0	1817	1778	0
Flt Permitted	0.981			0.999		
Satd. Flow (perm)	1707	0	0	1817	1778	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	1298	876	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1330	889	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	1285	867	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	1298	876	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2245	882	889	0	-	0
Stage 1	882	-	-	-	-	-
Stage 2	1363	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	36	326	771	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	326	771	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	176	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	108.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	771	-	70	-	-
HCM Lane V/C Ratio	0.042	-	0.563	-	-
HCM Control Delay (s)	9.9	0	108.7	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	1278	22	3	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.998			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1815	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1815	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	1291	22	3	876
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1313	0	0	879
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	1278	22	3	867
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	1291	22	3	876

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2184	1302	0	0	1313	0
Stage 1	1302	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	74	221	-	-	533	-
Stage 1	320	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	221	-	-	533	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	53.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	93	533	-
HCM Lane V/C Ratio	-	-	0.206	0.006	-
HCM Control Delay (s)	-	-	53.5	11.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	1281	868	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1321	895	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1324	897	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	1281	868	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	1321	895	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2223	896	897	0	-	0
Stage 1	896	-	-	-	-	-
Stage 2	1327	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	38	325	765	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	325	765	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	213	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	63.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	765	-	66	-	-
HCM Lane V/C Ratio	0.004	-	0.062	-	-
HCM Control Delay (s)	9.7	0	63.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	1267	16	25	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1674	0	1814	0	0	1800
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1674	0	1814	0	0	1800
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	1306	16	26	884
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1322	0	0	910
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	1267	16	25	857
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	1306	16	26	884

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2249	1314	0	0	1323	0
Stage 1	1314	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	60	210	-	-	529	-
Stage 1	294	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	210	-	-	529	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	63.6	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	93	529	-
HCM Lane V/C Ratio	-	-	0.355	0.049	-
HCM Control Delay (s)	-	-	63.6	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	1243	35	15	845	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.996			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	1281	36	15	871	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1324	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	5.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	1243	35	15	845	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	1281	36	15	871	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2230	2239	876	2226	2226	1299	881	0	0	1318	0	0
Stage 1	907	907	-	1314	1314	-	-	-	-	-	-	-
Stage 2	1323	1332	-	912	912	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	35	49	360	45	63	222	776	-	-	531	-	-
Stage 1	350	376	-	245	286	-	-	-	-	-	-	-
Stage 2	209	243	-	385	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	45	360	40	58	222	776	-	-	531	-	-
Mov Cap-2 Maneuver	29	45	-	40	58	-	-	-	-	-	-	-
Stage 1	338	355	-	237	276	-	-	-	-	-	-	-
Stage 2	186	235	-	354	391	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	131.6	200.1	0.1	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	776	-	-	56	47	531	-	-
HCM Lane V/C Ratio	0.009	-	-	0.865	0.439	0.029	-	-
HCM Control Delay (s)	9.7	0	-	200.1	131.6	12	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	3.8	1.6	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	1266	2	2	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1853	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1853	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	1292	2	2	885
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	1294	0	0	887
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	1266	2	2	867
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	1292	2	2	885

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2182	1293	0	0	1294	0
Stage 1	1293	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	74	224	-	-	542	-
Stage 1	322	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	224	-	-	542	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	39	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	110	542	-
HCM Lane V/C Ratio	-	-	0.037	0.004	-
HCM Control Delay (s)	-	-	39	11.7	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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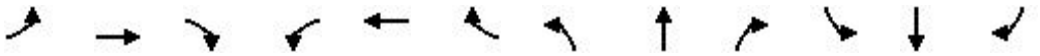

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	1009	24	20	626	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.992	
Flt Protected		0.957			0.981			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Flt Permitted		0.957			0.981			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	1030	24	20	639	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	1077	0	0	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	1009	24	20	626	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	1030	24	20	639	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1805	1800	659	1790	1808	1042	679	0	0	1054	0	0
Stage 1	699	699	-	1089	1089	-	-	-	-	-	-	-
Stage 2	1106	1101	-	701	719	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	56	73	459	70	88	290	923	-	-	668	-	-
Stage 1	417	428	-	280	312	-	-	-	-	-	-	-
Stage 2	242	273	-	450	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	65	459	63	79	290	923	-	-	668	-	-
Mov Cap-2 Maneuver	45	65	-	63	79	-	-	-	-	-	-	-
Stage 1	392	407	-	263	293	-	-	-	-	-	-	-
Stage 2	200	256	-	425	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	148.2	63.8	0.2	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	923	-	-	49	116	668	-	-
HCM Lane V/C Ratio	0.025	-	-	0.562	0.501	0.031	-	-
HCM Control Delay (s)	9	0	-	148.2	63.8	10.6	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	2.3	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1190	3	2	861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1280	3	2	926
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1280	3	2	926
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	1190	3	2	861
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1280	3	2	926

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2210	1280	0	0	1280	0
Stage 1	1280	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	80	227	-	-	549	-
Stage 1	350	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	227	-	-	549	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	116	549	-
HCM Lane V/C Ratio	-	-	0.269	0.004	-
HCM Control Delay (s)	-	-	47.1	11.6	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	1	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	15	31	365	54	54	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.983			
Flt Protected	0.984					0.991
Satd. Flow (prot)	1666	0	1794	0	0	1846
Flt Permitted	0.984					0.991
Satd. Flow (perm)	1666	0	1794	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	17	35	410	61	61	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	471	0	0	345
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	1.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	15	31	365	54	54	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	35	410	61	61	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	846	440	0	0	471	0
Stage 1	440	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	333	617	-	-	1091	-
Stage 1	649	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	617	-	-	1091	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	13.7	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	467	1091	-
HCM Lane V/C Ratio	-	-	0.111	0.056	-
HCM Control Delay (s)	-	-	13.7	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	888	381	54	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1845
Flt Permitted	0.950				0.087	
Satd. Flow (perm)	1770	1583	1900	1599	157	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		171		393		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	239	171	915	393	56	657
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	171	915	393	56	657
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.64	0.37	0.85	0.27	0.25	0.55
Control Delay	37.3	7.4	25.8	0.7	7.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	7.4	25.8	0.7	7.8	9.5
Queue Length 50th (ft)	114	0	375	0	8	143
Queue Length 95th (ft)	193	49	#711	12	22	255
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	520	586	1242	1473	329	1485
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.29	0.74	0.27	0.17	0.44

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	888	381	54	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1900	1599	1711	1845
Flt Permitted	0.95	1.00	1.00	1.00	0.09	1.00
Satd. Flow (perm)	1770	1583	1900	1599	156	1845
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	239	171	915	393	56	657
RTOR Reduction (vph)	0	136	0	95	0	0
Lane Group Flow (vph)	239	35	915	298	56	657
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	15.3	15.3	41.1	56.4	49.2	49.2
Effective Green, g (s)	15.3	15.3	41.1	56.4	49.2	49.2
Actuated g/C Ratio	0.21	0.21	0.55	0.76	0.66	0.66
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	363	325	1048	1317	167	1218
v/s Ratio Prot	c0.14		c0.48	0.05	0.01	c0.36
v/s Ratio Perm		0.02		0.14	0.21	
v/c Ratio	0.66	0.11	0.87	0.23	0.34	0.54
Uniform Delay, d1	27.2	24.1	14.4	2.7	13.2	6.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	0.1	7.9	0.0	0.4	0.2
Delay (s)	30.5	24.1	22.4	2.7	13.7	6.9
Level of Service	C	C	C	A	B	A
Approach Delay (s)	27.8		16.5			7.4
Approach LOS	C		B			A

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	232	166	888	381	54	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1845
Adj Flow Rate, veh/h	239	171	915	393	56	657
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	1	2	2	3
Cap, veh/h	309	276	1045	1159	250	1244
Arrive On Green	0.17	0.17	0.55	0.55	0.05	0.67
Sat Flow, veh/h	1774	1583	1900	1599	1774	1845
Grp Volume(v), veh/h	239	171	915	393	56	657
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1845
Q Serve(g_s), s	8.5	6.6	27.6	5.9	0.8	11.9
Cycle Q Clear(g_c), s	8.5	6.6	27.6	5.9	0.8	11.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	309	276	1045	1159	250	1244
V/C Ratio(X)	0.77	0.62	0.88	0.34	0.22	0.53
Avail Cap(c_a), veh/h	536	479	1293	1367	433	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	25.3	12.9	3.3	12.4	5.4
Incr Delay (d2), s/veh	1.6	0.8	5.1	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.9	15.7	4.3	0.5	5.9
LnGrp Delay(d),s/veh	27.6	26.1	18.0	3.4	12.5	5.6
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	410		1308			713
Approach Delay, s/veh	27.0		13.6			6.1
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.2	41.4				49.6		16.5
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.8	29.6				13.9		10.5
Green Ext Time (p_c), s	0.0	6.8				9.1		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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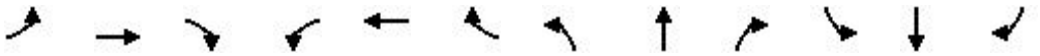

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	325	31	16	269	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	365	35	18	302	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	0	321	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	325	31	16	269	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	365	35	18	302	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	400	0	0	722	722	383	725	739	303
Stage 1	-	-	-	-	-	-	383	383	-	339	339	-
Stage 2	-	-	-	-	-	-	339	339	-	386	400	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1269	-	-	1170	-	-	373	385	683	330	334	735
Stage 1	-	-	-	-	-	-	672	642	-	667	631	-
Stage 2	-	-	-	-	-	-	706	668	-	628	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1269	-	-	1170	-	-	367	378	683	322	328	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	378	-	322	328	-
Stage 1	-	-	-	-	-	-	672	642	-	667	619	-
Stage 2	-	-	-	-	-	-	692	655	-	622	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.8	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1269	-	-	1170	-	-	448
HCM Lane V/C Ratio	0.05	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.8	0	-	-	8.1	0	-	13.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

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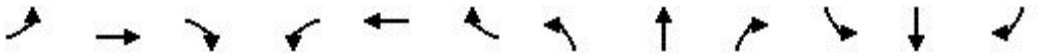

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	35	269	379	154	41	146	316	205	151	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.987				0.850		0.897			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1726	0	1652	1670	1583	1599	1514	0	1695	1710	0
Flt Permitted	0.531			0.195			0.619			0.145		
Satd. Flow (perm)	851	1726	0	336	1670	1510	1022	1514	0	259	1710	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				159					20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	36	277	391	159	42	151	326	211	156	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	429	0	277	391	159	42	477	0	211	224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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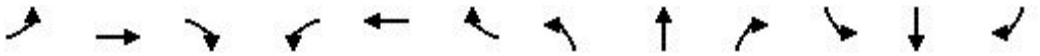

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	10.0	28.0		20.0	38.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.17	0.91		0.81	0.63	0.18	0.14	1.54		0.65	0.37	
Control Delay	32.3	60.9		46.0	33.6	1.6	21.7	287.6		31.9	26.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.3	60.9		46.0	33.6	1.6	21.7	287.6		31.9	26.9	
Queue Length 50th (ft)	25	267		158	243	0	17	~447		93	107	
Queue Length 95th (ft)	59	#489		#264	337	16	40	#688		164	183	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	322	498		395	687	956	374	310		400	603	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.86		0.70	0.57	0.17	0.11	1.54		0.53	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 98.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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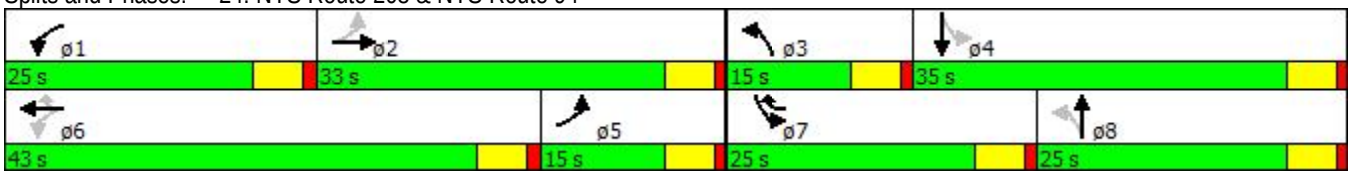
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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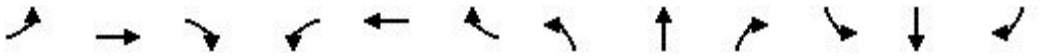

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	35	269	379	154	41	146	316	205	151	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.90		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1535	1727		1652	1670	1533	1581	1516		1695	1711	
Flt Permitted	0.53	1.00		0.20	1.00	1.00	0.62	1.00		0.15	1.00	
Satd. Flow (perm)	858	1727		339	1670	1533	1030	1516		259	1711	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	393	36	277	391	159	42	151	326	211	156	68
RTOR Reduction (vph)	0	3	0	0	0	79	0	0	0	0	13	0
Lane Group Flow (vph)	51	426	0	277	391	80	42	477	0	211	211	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	29.0	29.0		36.8	36.8	51.8	26.0	22.5		42.5	34.0	
Effective Green, g (s)	29.0	29.0		36.8	36.8	51.8	26.0	22.5		42.5	34.0	
Actuated g/C Ratio	0.28	0.28		0.36	0.36	0.50	0.25	0.22		0.41	0.33	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	298	487		329	597	772	279	331		316	565	
v/s Ratio Prot	0.01	c0.25		c0.13	0.23	0.02	0.01	c0.31		c0.10	0.12	
v/s Ratio Perm	0.03			0.17		0.04	0.03			0.18		
v/c Ratio	0.17	0.88		0.84	0.65	0.10	0.15	1.44		0.67	0.37	
Uniform Delay, d1	28.2	35.2		27.0	27.7	13.3	29.5	40.1		23.2	26.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	15.5		16.8	2.0	0.0	0.1	214.9		4.1	0.2	
Delay (s)	28.3	50.7		43.8	29.7	13.4	29.6	255.0		27.3	26.4	
Level of Service	C	D		D	C	B	C	F		C	C	
Approach Delay (s)		48.3			31.3			236.8			26.9	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	81.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	35	269	379	154	41	146	316	205	151	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.85		0.98	0.98		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1736	1816	1881	1863	1727	1863	1742	1803	1881	1845	1818	1919
Adj Flow Rate, veh/h	51	393	36	277	391	159	42	151	326	211	156	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	410	420	38	375	446	583	334	108	234	280	363	158
Arrive On Green	0.19	0.29	0.29	0.17	0.26	0.26	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1654	1473	135	1774	1727	1553	1659	501	1081	1757	1195	521
Grp Volume(v), veh/h	51	0	429	277	391	159	42	0	477	211	0	224
Grp Sat Flow(s),veh/h/ln	1654	0	1608	1774	1727	1553	1659	0	1582	1757	0	1716
Q Serve(g_s), s	0.0	0.0	24.1	13.2	20.1	2.9	1.8	0.0	20.0	8.2	0.0	9.7
Cycle Q Clear(g_c), s	0.0	0.0	24.1	13.2	20.1	2.9	1.8	0.0	20.0	8.2	0.0	9.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.68	1.00		0.30
Lane Grp Cap(c), veh/h	410	0	459	375	446	583	334	0	342	280	0	521
V/C Ratio(X)	0.12	0.00	0.94	0.74	0.88	0.27	0.13	0.00	1.39	0.75	0.00	0.43
Avail Cap(c_a), veh/h	410	0	487	462	710	820	468	0	342	458	0	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	32.2	33.0	32.9	6.9	27.2	0.0	36.2	24.6	0.0	25.8
Incr Delay (d2), s/veh	0.0	0.0	24.2	3.5	4.6	0.1	0.1	0.0	194.2	1.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	13.7	6.8	10.1	1.5	0.8	0.0	27.1	4.0	0.0	4.6
LnGrp Delay(d),s/veh	29.9	0.0	56.4	36.5	37.5	7.0	27.2	0.0	230.4	26.2	0.0	26.0
LnGrp LOS	C		E	D	D	A	C		F	C		C
Approach Vol, veh/h		480			827			519			435	
Approach Delay, s/veh		53.6			31.3			214.0			26.1	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	31.4	7.5	33.1	23.0	28.9	15.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	15.2	26.1	3.8	11.7	2.0	22.1	10.2	22.0
Green Ext Time (p_c), s	0.2	0.3	0.0	2.6	1.1	1.8	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.0
HCM 2010 LOS	E

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	1037	652	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	1058	665	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	1075	665	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	1037	652	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	1058	665	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1758	665	665	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	1093	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	86	455	934	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	455	934	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	934	-	181	-	-
HCM Lane V/C Ratio	0.019	-	0.338	-	-
HCM Control Delay (s)	8.9	0	34.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	187	847	229	329	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977					0.986
Satd. Flow (prot)	1650	0	1818	1575	0	1829
Flt Permitted	0.977					0.356
Satd. Flow (perm)	1650	0	1818	1575	0	660
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	70			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	193	873	236	339	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	873	236	0	1201
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.94		0.75	0.15		2.86
Control Delay	58.7		14.2	0.2		858.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	58.7		14.2	0.2		858.5
LOS	E		B	A		F
Approach Delay	58.7		11.2			858.5
Approach LOS	E		B			F
Queue Length 50th (ft)	131		228	0		~745
Queue Length 95th (ft)	#290		379	0		#979
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	398		1158	1575		420
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.93		0.75	0.15		2.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.8			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.86			
Intersection Signal Delay: 397.2		Intersection LOS: F	
Intersection Capacity Utilization 141.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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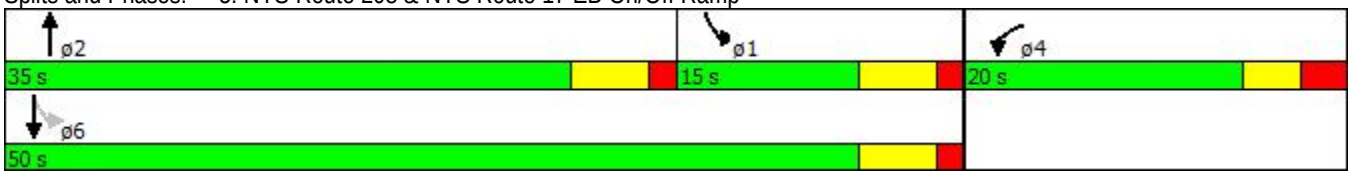
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	187	847	229	329	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.99
Satd. Flow (prot)	1649		1818	1575		1829
Flt Permitted	0.98		1.00	1.00		0.36
Satd. Flow (perm)	1649		1818	1575		661
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	193	873	236	339	862
RTOR Reduction (vph)	56	0	0	0	0	0
Lane Group Flow (vph)	316	0	873	236	0	1201
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.3		44.5	69.8		44.5
Effective Green, g (s)	14.3		44.5	69.8		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	337		1159	1575		421
v/s Ratio Prot	c0.19		0.48			
v/s Ratio Perm				0.15		c1.82
v/c Ratio	0.94		0.75	0.15		2.85
Uniform Delay, d1	27.3		8.8	0.0		12.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	32.7		4.6	0.2		840.3
Delay (s)	60.0		13.4	0.2		852.9
Level of Service	E		B	A		F
Approach Delay (s)	60.0		10.6			852.9
Approach LOS	E		B			F

Intersection Summary			
HCM 2000 Control Delay	394.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.56		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	141.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	456	266	0	442	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1719	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1719	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	536	313	0	520	276	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	849	0	0	520	278	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	23.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	456	266	0	442	235	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	536	313	0	520	276	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	849	0	1213	693
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	798	-	~ 245	473
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	798	-	~ 245	473
Mov Cap-2 Maneuver	-	-	-	-	~ 245	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	648	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	141.1
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	798	-	246
HCM Lane V/C Ratio	-	-	-	-	1.133
HCM Control Delay (s)	-	-	0	-	141.1
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	12.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	25	53	356	4	26	396	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.913			0.999			0.996	
Flt Protected		0.988			0.998			0.994			0.997	
Satd. Flow (prot)	0	1668	0	0	1715	0	0	1770	0	0	1808	0
Flt Permitted		0.988			0.998			0.994			0.997	
Satd. Flow (perm)	0	1668	0	0	1715	0	0	1770	0	0	1808	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	27	56	379	4	28	421	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	42	0	0	439	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	25	53	356	4	26	396	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	27	56	379	4	28	421	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	996	979	428	1005	983	381	434	0	0	383	0	0
Stage 1	483	483	-	494	494	-	-	-	-	-	-	-
Stage 2	513	496	-	511	489	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	207	239	617	294	329	707	1126	-	-	1025	-	-
Stage 1	541	541	-	643	631	-	-	-	-	-	-	-
Stage 2	520	534	-	633	633	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	216	617	242	297	707	1126	-	-	1025	-	-
Mov Cap-2 Maneuver	179	216	-	242	297	-	-	-	-	-	-	-
Stage 1	507	522	-	602	591	-	-	-	-	-	-	-
Stage 2	459	500	-	554	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	13.5	1.1	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1126	-	-	320	464	1025	-	-
HCM Lane V/C Ratio	0.05	-	-	0.226	0.089	0.027	-	-
HCM Control Delay (s)	8.4	0	-	19.5	13.5	8.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.3	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	37	35	224	226	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected	0.991			0.993		
Satd. Flow (prot)	1699	0	0	1817	1879	0
Flt Permitted	0.991			0.993		
Satd. Flow (perm)	1699	0	0	1817	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	41	38	246	248	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	284	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	37	35	224	226	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	41	38	246	248	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	572	249	251	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	534	811	1326	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	811	1326	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.2	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1326	-	736	-	-
HCM Lane V/C Ratio	0.029	-	0.067	-	-
HCM Control Delay (s)	7.8	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	216	903	36	178	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.995			
Flt Protected	0.994					0.992
Satd. Flow (prot)	1519	0	1886	0	0	1894
Flt Permitted	0.994					0.992
Satd. Flow (perm)	1519	0	1886	0	0	1894
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	232	971	39	191	974
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	0	1010	0	0	1165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	19.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	216	903	36	178	906
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	232	971	39	191	974

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2347	990	0	0	1010	0
Stage 1	990	-	-	-	-	-
Stage 2	1357	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	148	375	-	-	694	-
Stage 1	629	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	375	-	-	694	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	206	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	170.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	222	694	-
HCM Lane V/C Ratio	-	-	1.201	0.276	-
HCM Control Delay (s)	-	-	170.5	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	13.2	1.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	669	228	371	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.981
Satd. Flow (prot)	1600	0	1853	1560	0	1860
Flt Permitted	0.977					0.483
Satd. Flow (perm)	1600	0	1853	1560	0	916
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	110	712	243	395	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	712	243	0	1035
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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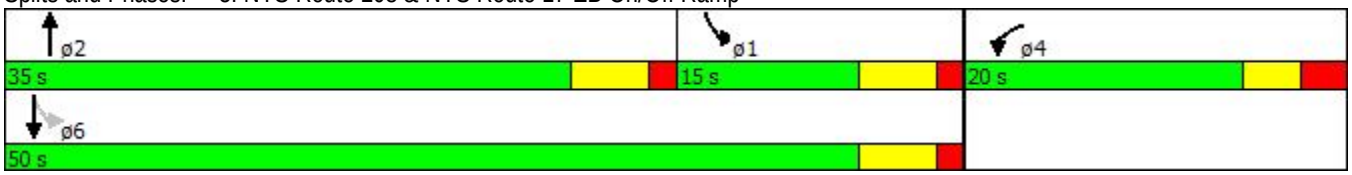
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.69		0.56	0.16		1.66
Control Delay	28.9		8.2	0.2		320.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.9		8.2	0.2		320.6
Queue Length 50th (ft)	49		121	0		~619
Queue Length 95th (ft)	111		250	0		#902
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	413		1264	1560		625
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.56	0.16		1.66

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.4	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	669	228	371	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1600		1853	1560		1860
Flt Permitted	0.98		1.00	1.00		0.48
Satd. Flow (perm)	1600		1853	1560		915
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	110	712	243	395	640
RTOR Reduction (vph)	63	0	0	0	0	0
Lane Group Flow (vph)	143	0	712	243	0	1035
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.7		44.6	65.3		44.6
Effective Green, g (s)	9.7		44.6	65.3		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	237		1265	1560		624
v/s Ratio Prot	c0.09		0.38			
v/s Ratio Perm				0.16		c1.13
v/c Ratio	0.60		0.56	0.16		1.66
Uniform Delay, d1	26.0		5.3	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.0		1.8	0.2		303.5
Delay (s)	29.0		7.1	0.2		313.8
Level of Service	C		A	A		F
Approach Delay (s)	29.0		5.4			313.8
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	153.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	112.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	103	669	228	371	602
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1910	1853	1835	1919	1896
Adj Flow Rate, veh/h	96	0	712	0	395	640
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	2	2
Cap, veh/h	123	0	912	768	101	47
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1664	0	1853	1560	24	64
Grp Volume(v), veh/h	97	0	712	0	1035	0
Grp Sat Flow(s),veh/h/ln	1682	0	1853	1560	88	0
Q Serve(g_s), s	3.4	0.0	19.0	0.0	48.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	19.0	0.0	48.0	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	125	0	912	768	0	0
V/C Ratio(X)	0.78	0.00	0.78	0.00	0.00	0.00
Avail Cap(c_a), veh/h	407	0	912	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	12.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	6.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	11.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.2	0.0	19.1	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	97		712			1035
Approach Delay, s/veh	31.2		19.1			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.9		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.4		50.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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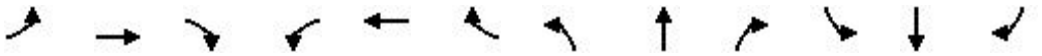

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	326	51	501	229	120	728	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.995	
Flt Protected		0.982			0.957			0.995			0.993	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1885	1607	0	1705	0
Flt Permitted		0.784			0.739			0.870			0.796	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1648	1607	0	1367	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				333			234		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	333	52	511	234	122	743	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	333	0	563	234	0	900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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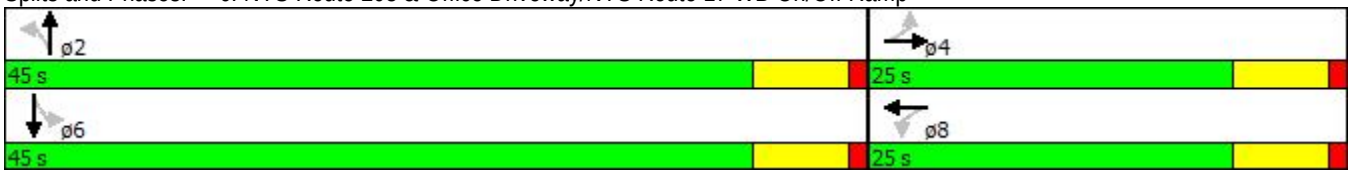
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.35			0.74	0.20		0.57	0.15		1.10	
Control Delay		15.7			38.8	0.3		12.0	0.2		81.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.3		12.0	0.2		81.6	
Queue Length 50th (ft)		20			83	0		126	0		~431	
Queue Length 95th (ft)		59			153	0		244	0		#694	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		817	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.20		0.57	0.15		1.10	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	326	51	501	229	120	728	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.96	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1630			1787	1631		1885	1607		1705	
Flt Permitted		0.78			0.74	1.00		0.87	1.00		0.80	
Satd. Flow (perm)		1301			1381	1631		1648	1607		1366	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	42	20	53	203	21	333	52	511	234	122	743	35
RTOR Reduction (vph)	0	41	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	74	0	0	224	333	0	563	234	0	898	0
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Effective Green, g (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		285			303	1631		984	1607		816	
v/s Ratio Prot												
v/s Ratio Perm		0.06			c0.16	0.20		0.34	0.15		c0.66	
v/c Ratio		0.26			0.74	0.20		0.57	0.15		1.10	
Uniform Delay, d1		21.2			23.9	0.0		8.1	0.0		13.2	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.2			7.9	0.3		2.4	0.2		62.7	
Delay (s)		21.4			31.7	0.3		10.5	0.2		75.9	
Level of Service		C			C	A		B	A		E	
Approach Delay (s)		21.4			12.9			7.5			75.9	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	110.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	326	51	501	229	120	728	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1894	1891	1872	1849	1872
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	511	0	122	743	35
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	156	76	131	348	25	287	124	1039	1013	177	890	41
Arrive On Green	0.21	0.18	0.18	0.21	0.18	0.00	0.66	0.63	0.00	0.66	0.63	0.63
Sat Flow, veh/h	436	433	743	1347	139	1631	96	1649	1607	176	1413	64
Grp Volume(v), veh/h	115	0	0	224	0	0	563	0	0	900	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1486	0	1631	1745	0	1607	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	15.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.3	0.0	0.0	9.4	0.0	0.0	24.6	0.0	0.0
Prop In Lane	0.37		0.46	0.91		1.00	0.09		1.00	0.14		0.04
Lane Grp Cap(c), veh/h	415	0	0	420	0	287	1219	0	1013	1161	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.53	0.00	0.00	0.46	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	599	0	501	1219	0	1013	1161	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	23.3	0.0	0.0	5.9	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.0	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.4	0.0	0.0	4.9	0.0	0.0	11.6	0.0	0.0
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.7	0.0	0.0	7.2	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	C			C			A			B		
Approach Vol, veh/h		115			224			563			900	
Approach Delay, s/veh		22.4			23.7			7.2			13.5	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		16.9		45.0		16.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.7		0.0		10.3
Green Ext Time (p_c), s		0.0		0.8		0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	1064	995	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.878	
Flt Protected		0.999			0.995	
Satd. Flow (prot)	0	1729	1745	0	1862	0
Flt Permitted		0.999			0.995	
Satd. Flow (perm)	0	1729	1745	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	1075	1005	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1108	1016	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	1064	995	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	1075	1005	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1016	0	-	0	2152	1011
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1141	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	691	-	-	-	42	277
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	691	-	-	-	37	277
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	239	-

Approach	NB	SB	SE
HCM Control Delay, s	0.3	0	44.8
HCM LOS			E

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	691	-	168	-	-
HCM Lane V/C Ratio	0.048	-	0.481	-	-
HCM Control Delay (s)	10.5	0	44.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	2.3	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	1054	988	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1844	1826	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1844	1826	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	1065	998	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	1084	1008	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	1054	988	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	1065	998	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2106	1003	1008	0	-	0
Stage 1	1003	-	-	-	-	-
Stage 2	1103	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	57	297	695	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	297	695	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	299	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	36.6	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	695	-	138	-	-
HCM Lane V/C Ratio	0.028	-	0.176	-	-
HCM Control Delay (s)	10.3	0	36.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	852	863	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.989	
Flt Protected	0.958					
Satd. Flow (prot)	1660	0	0	1810	1833	0
Flt Permitted	0.958					
Satd. Flow (perm)	1660	0	0	1810	1833	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	869	881	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	877	959	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	852	863	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	869	881	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1805	919	958	0	-	0
Stage 1	919	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	~ 72	292	726	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 70	292	726	-	-	-
Mov Cap-2 Maneuver	~ 70	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 304.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	726	-	78	-	-
HCM Lane V/C Ratio	0.011	-	1.321	-	-
HCM Control Delay (s)	10	0	$ 304.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	934	933	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	1026	1025	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1033	1029	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	934	933	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	1026	1025	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	1027	1030	0	-	0
Stage 1	1027	-	-	-	-	-
Stage 2	1040	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	54	279	682	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	279	682	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.3	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	682	-	95	-	-
HCM Lane V/C Ratio	0.01	-	0.127	-	-
HCM Control Delay (s)	10.3	0	48.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	969	61	20	913	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.992			0.997	
Flt Protected		0.979			0.959			0.999			0.999	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1792	0	0	1819	0
Flt Permitted		0.979			0.959			0.959			0.969	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1721	0	0	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		4			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	1009	64	21	951	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	1104	0	0	993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.30			0.33	0.09		0.95			0.83	
Control Delay		26.2			31.5	0.6		34.5			22.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		34.5			22.1	
Queue Length 50th (ft)		15			32	0		~547			361	
Queue Length 95th (ft)		49			72	0		#859			#730	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1167			1196	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.95			0.83	

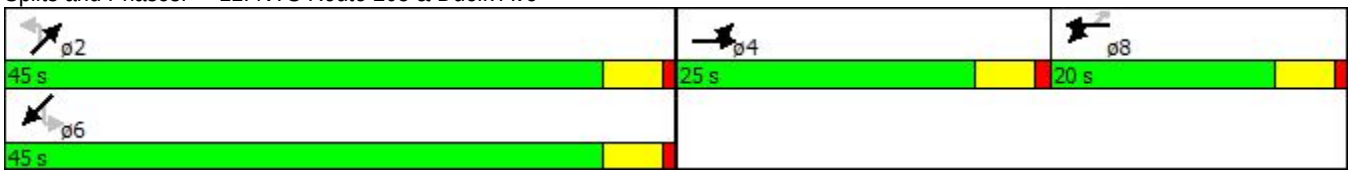
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	969	61	20	913	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.95			1.00	0.85		0.99			1.00	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1895			2054	1751		1792			1819	
Flt Permitted		0.98			0.96	1.00		0.96			0.97	
Satd. Flow (perm)		1895			2054	1751		1721			1765	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	14	19	70	11	25	31	1009	64	21	951	21
RTOR Reduction (vph)	0	18	0	0	0	23	0	1	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	81	2	0	1103	0	0	992	0
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		3.9			6.8	6.8		43.7			43.7	
Effective Green, g (s)		3.9			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.06			0.10	0.10		0.63			0.63	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		106			201	171		1083			1111	
v/s Ratio Prot		c0.02			c0.04							
v/s Ratio Perm						0.00		c0.64			0.56	
v/c Ratio		0.37			0.40	0.01		1.02			0.89	
Uniform Delay, d1		31.6			29.4	28.3		12.9			10.9	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.8			1.3	0.0		31.9			11.0	
Delay (s)		32.4			30.7	28.3		44.8			21.9	
Level of Service		C			C	C		D			C	
Approach Delay (s)		32.4			30.1			44.8			21.9	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	13	18	67	11	24	30	969	61	20	913	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1916	1881	1948	2025	1947	1910	1871	1910	1910	1889	1910
Adj Flow Rate, veh/h	24	14	19	70	11	25	31	1009	64	21	951	21
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	4	2	2	2	1	1	1
Cap, veh/h	38	22	30	113	18	112	75	1080	67	69	1152	25
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	747	436	591	1678	264	1655	24	1683	105	16	1795	39
Grp Volume(v), veh/h	57	0	0	81	0	25	1104	0	0	993	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1942	0	1655	1812	0	0	1850	0	0
Q Serve(g_s), s	2.0	0.0	0.0	2.5	0.0	0.9	9.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.5	0.0	0.9	34.3	0.0	0.0	25.1	0.0	0.0
Prop In Lane	0.42		0.33	0.86		1.00	0.03		0.06	0.02		0.02
Lane Grp Cap(c), veh/h	89	0	0	131	0	112	1222	0	0	1246	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.62	0.00	0.22	0.90	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	569	0	0	467	0	398	1222	0	0	1246	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.3	0.0	27.5	10.0	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	4.7	0.0	1.0	11.0	0.0	0.0	5.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.5	0.0	0.4	20.6	0.0	0.0	14.5	0.0	0.0
LnGrp Delay(d),s/veh	31.9	0.0	0.0	33.0	0.0	28.5	21.0	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	C			C		C	C			B		
Approach Vol, veh/h		57			106			1104			993	
Approach Delay, s/veh		31.9			31.9			21.0			13.8	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.1		45.0		9.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.0		0.0		4.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	982	921	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1726	0	0	1815	1797	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1726	0	0	1815	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	1002	940	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	1038	951	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	982	921	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	1002	940	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2018	945	951	0	-	0
Stage 1	945	-	-	-	-	-
Stage 2	1073	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	52	304	730	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	304	730	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	261	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	48.6	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	730	-	125	-	-
HCM Lane V/C Ratio	0.049	-	0.351	-	-
HCM Control Delay (s)	10.2	0	48.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	979	13	1	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1815	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1815	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	999	13	1	939
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	1012	0	0	940
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	979	13	1	920
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	999	13	1	939

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1947	1006	0	0	1012	0
Stage 1	1006	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	100	321	-	-	693	-
Stage 1	422	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	321	-	-	693	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	43.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	106	693	-
HCM Lane V/C Ratio	-	-	0.125	0.001	-
HCM Control Delay (s)	-	-	43.8	10.2	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	976	919	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1837	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1837	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	1038	978	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1042	981	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	976	919	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	1038	978	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2026	979	981	0	-	0
Stage 1	979	-	-	-	-	-
Stage 2	1047	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	51	290	712	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	290	712	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	299	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	49.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	712	-	85	-	-
HCM Lane V/C Ratio	0.006	-	0.05	-	-
HCM Control Delay (s)	10.1	0	49.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	968	11	18	911
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	1030	12	19	969
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	1042	0	0	988
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	968	11	18	911
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	1030	12	19	969

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2043	1036	0	0	1041	0
Stage 1	1036	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	79	301	-	-	676	-
Stage 1	387	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	74	301	-	-	676	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	38.8	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	140	676	-
HCM Lane V/C Ratio	-	-	0.243	0.028	-
HCM Control Delay (s)	-	-	38.8	10.5	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	960	18	5	912	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.998			0.999	
Flt Protected		0.966			0.975							
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1878	0	0	1861	0
Flt Permitted		0.966			0.975							
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1878	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	1000	19	5	950	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	1029	0	0	959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	960	18	5	912	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	1000	19	5	950	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2000	2003	952	1995	1995	1009	954	0	0	1019	0	0
Stage 1	963	963	-	1030	1030	-	-	-	-	-	-	-
Stage 2	1037	1040	-	965	965	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	48	67	326	60	85	320	729	-	-	689	-	-
Stage 1	315	355	-	326	372	-	-	-	-	-	-	-
Stage 2	287	328	-	351	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	64	326	56	81	320	729	-	-	689	-	-
Mov Cap-2 Maneuver	43	64	-	56	81	-	-	-	-	-	-	-
Stage 1	305	350	-	316	360	-	-	-	-	-	-	-
Stage 2	266	318	-	340	388	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	98.9	64.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	729	-	-	87	55	689	-	-
HCM Lane V/C Ratio	0.014	-	-	0.311	0.322	0.008	-	-
HCM Control Delay (s)	10	0	-	64.1	98.9	10.3	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	1.1	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	979	2	2	919
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	1020	2	2	957
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	1022	0	0	959
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	979	2	2	919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	1020	2	2	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1982	1021	0	0	1022	0
Stage 1	1021	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	95	315	-	-	687	-
Stage 1	416	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	94	315	-	-	687	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	145	687	-
HCM Lane V/C Ratio	-	-	0.029	0.003	-
HCM Control Delay (s)	-	-	30.6	10.3	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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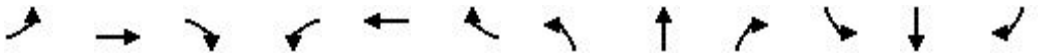

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	681	16	14	604	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.988	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	717	17	15	636	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	753	0	0	713	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	681	16	14	604	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	717	17	15	636	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1469	1468	667	1461	1490	725	698	0	0	734	0	0
Stage 1	696	696	-	763	763	-	-	-	-	-	-	-
Stage 2	773	772	-	698	727	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	98	119	454	117	136	437	908	-	-	880	-	-
Stage 1	419	429	-	417	434	-	-	-	-	-	-	-
Stage 2	378	395	-	451	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	112	454	110	128	437	908	-	-	880	-	-
Mov Cap-2 Maneuver	88	112	-	110	128	-	-	-	-	-	-	-
Stage 1	404	417	-	402	419	-	-	-	-	-	-	-
Stage 2	348	381	-	435	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57.6	31.7	0.2	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	95	172	880	-	-
HCM Lane V/C Ratio	0.021	-	-	0.288	0.22	0.017	-	-
HCM Control Delay (s)	9	0	-	57.6	31.7	9.2	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.8	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	859	2	2	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	877	2	2	892
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	877	2	2	892
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	859	2	2	874
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	877	2	2	892

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1773	877	0	0	877	0
Stage 1	877	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	137	386	-	-	779	-
Stage 1	498	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	386	-	-	779	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	202	779	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	23.2	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	19	38	240	45	45	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.979			
Flt Protected	0.984					0.992
Satd. Flow (prot)	1668	0	1787	0	0	1863
Flt Permitted	0.984					0.992
Satd. Flow (perm)	1668	0	1787	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	21	42	264	49	49	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	313	0	0	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	19	38	240	45	45	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	21	42	264	49	49	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	626	288	0	0	313	0
Stage 1	288	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	448	751	-	-	1247	-
Stage 1	761	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	751	-	-	1247	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.7	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	600	1247	-
HCM Lane V/C Ratio	-	-	0.104	0.04	-
HCM Control Delay (s)	-	-	11.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	38	669	313	45	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.105	
Satd. Flow (perm)	1770	1583	1900	1599	189	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		45		368		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	336	45	787	368	53	747
Shared Lane Traffic (%)						
Lane Group Flow (vph)	336	45	787	368	53	747
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.72	0.10	0.84	0.25	0.22	0.70
Control Delay	37.6	9.4	25.5	0.6	7.7	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	9.4	25.5	0.6	7.7	13.3
Queue Length 50th (ft)	148	0	321	0	9	207
Queue Length 95th (ft)	#283	24	443	9	20	277
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	587	555	1347	1457	360	1569
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.08	0.58	0.25	0.15	0.48

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	38	669	313	45	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.95	1.00	1.00	1.00	0.10	1.00
Satd. Flow (perm)	1770	1583	1900	1599	189	1881
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	336	45	787	368	53	747
RTOR Reduction (vph)	0	33	0	96	0	0
Lane Group Flow (vph)	336	12	787	272	53	747
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	17.6	17.6	33.1	50.7	41.0	41.0
Effective Green, g (s)	17.6	17.6	33.1	50.7	41.0	41.0
Actuated g/C Ratio	0.26	0.26	0.48	0.74	0.60	0.60
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	454	406	916	1298	177	1124
v/s Ratio Prot	c0.19		c0.41	0.05	0.01	c0.40
v/s Ratio Perm		0.01		0.12	0.17	
v/c Ratio	0.74	0.03	0.86	0.21	0.30	0.66
Uniform Delay, d1	23.4	19.1	15.7	2.8	11.7	9.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	0.0	7.8	0.0	0.3	1.2
Delay (s)	29.0	19.1	23.5	2.8	12.1	10.4
Level of Service	C	B	C	A	B	B
Approach Delay (s)	27.8		16.9			10.5
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	68.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	286	38	669	313	45	635
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	336	45	787	368	53	747
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	397	354	944	1152	264	1169
Arrive On Green	0.22	0.22	0.50	0.50	0.05	0.62
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	336	45	787	368	53	747
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	11.7	1.5	23.0	5.4	0.8	16.1
Cycle Q Clear(g_c), s	11.7	1.5	23.0	5.4	0.8	16.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	397	354	944	1152	264	1169
V/C Ratio(X)	0.85	0.13	0.83	0.32	0.20	0.64
Avail Cap(c_a), veh/h	549	490	1323	1471	454	1747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	20.0	14.0	3.3	11.4	7.7
Incr Delay (d2), s/veh	6.6	0.1	2.4	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.6	12.4	4.3	0.4	8.2
LnGrp Delay(d),s/veh	30.6	20.1	16.3	3.3	11.6	7.9
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	381		1155			800
Approach Delay, s/veh	29.4		12.2			8.1
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.1	37.1				45.2		19.4
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.8	25.0				18.1		13.7
Green Ext Time (p_c), s	0.0	7.1				8.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	211	21	10	217	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.935				
Flt Protected					0.998			0.975			0.950	
Satd. Flow (prot)	0	1800	0	0	1782	0	0	1749	0	0	1796	0
Flt Permitted					0.998			0.975			0.950	
Satd. Flow (perm)	0	1800	0	0	1782	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	222	22	11	228	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	239	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	211	21	10	217	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	222	22	11	228	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	244	0	0	484	484	233	490	495	228
Stage 1	-	-	-	-	-	-	235	235	-	249	249	-
Stage 2	-	-	-	-	-	-	249	249	-	241	246	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1352	-	-	1334	-	-	524	512	822	479	466	811
Stage 1	-	-	-	-	-	-	793	733	-	749	695	-
Stage 2	-	-	-	-	-	-	781	724	-	757	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1352	-	-	1334	-	-	520	507	822	469	461	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	507	-	469	461	-
Stage 1	-	-	-	-	-	-	792	732	-	748	689	-
Stage 2	-	-	-	-	-	-	774	717	-	747	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	10.9	12.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1352	-	-	1334	-	-	469
HCM Lane V/C Ratio	0.035	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.9	7.7	0	-	7.7	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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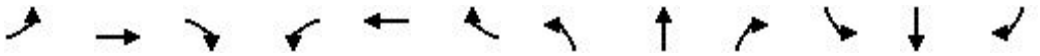

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	41	288	279	159	42	128	263	183	129	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.981				0.850		0.899			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1758	0	1668	1818	1599	1727	1573	0	1728	1839	0
Flt Permitted	0.570			0.207			0.641			0.144		
Satd. Flow (perm)	948	1758	0	360	1818	1525	1141	1573	0	262	1839	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	46	324	313	179	47	144	296	206	145	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	371	0	324	313	179	47	440	0	206	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	16.0	33.0		25.0	42.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	14.8%	30.6%		23.1%	38.9%	23.1%	13.9%	23.1%		23.1%	32.4%	
Maximum Green (s)	11.0	28.0		20.0	37.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.88	0.45	0.20	0.14	1.32		0.61	0.28	
Control Delay	30.7	55.4		53.4	28.9	1.9	21.1	195.4		29.2	25.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.7	55.4		53.4	28.9	1.9	21.1	195.4		29.2	25.5	
Queue Length 50th (ft)	13	222		123	116	0	18	~381		88	85	
Queue Length 95th (ft)	35	#378		#364	278	17	42	#612		155	151	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	337	528		415	779	992	426	334		422	663	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.70		0.78	0.40	0.18	0.11	1.32		0.49	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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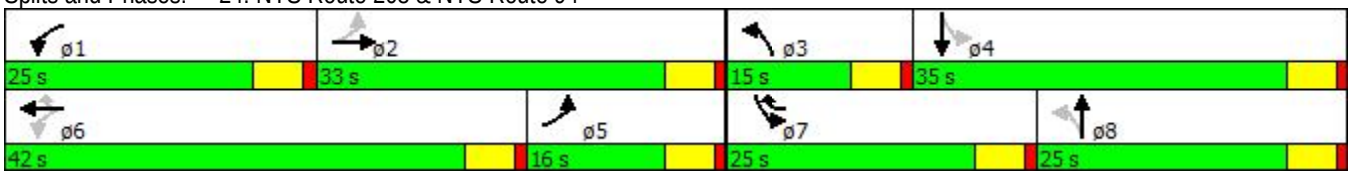
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	41	288	279	159	42	128	263	183	129	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1594	1759		1666	1818	1548	1706	1575		1728	1840	
Flt Permitted	0.57	1.00		0.21	1.00	1.00	0.64	1.00		0.14	1.00	
Satd. Flow (perm)	957	1759		363	1818	1548	1152	1575		263	1840	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	26	325	46	324	313	179	47	144	296	206	145	39
RTOR Reduction (vph)	0	4	0	0	0	88	0	0	0	0	8	0
Lane Group Flow (vph)	26	367	0	324	313	91	47	440	0	206	176	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	26.5	26.5		36.3	36.3	51.1	26.1	22.7		42.5	34.1	
Effective Green, g (s)	26.5	26.5		36.3	36.3	51.1	26.1	22.7		42.5	34.1	
Actuated g/C Ratio	0.26	0.26		0.36	0.36	0.51	0.26	0.22		0.42	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	296	461		349	653	783	316	353		325	621	
v/s Ratio Prot	0.01	c0.21		c0.16	0.17	0.02	0.01	c0.28		c0.09	0.10	
v/s Ratio Perm	0.02			c0.18		0.04	0.03			0.17		
v/c Ratio	0.09	0.80		0.93	0.48	0.12	0.15	1.25		0.63	0.28	
Uniform Delay, d1	28.2	34.7		27.1	25.0	13.1	28.6	39.1		22.4	24.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	8.6		29.8	0.2	0.0	0.1	132.5		3.0	0.1	
Delay (s)	28.3	43.3		56.9	25.2	13.1	28.6	171.6		25.3	24.6	
Level of Service	C	D		E	C	B	C	F		C	C	
Approach Delay (s)		42.3			35.2			157.8			25.0	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM 2000 Control Delay	63.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	41	288	279	159	42	128	263	183	129	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.98	0.73		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1865	1881	1881	1881	1881	1881	1869	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	46	324	313	179	47	144	296	206	145	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	504	358	51	437	380	493	393	118	243	278	438	118
Arrive On Green	0.25	0.25	0.25	0.20	0.20	0.20	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1434	203	1792	1881	1559	1791	538	1106	1792	1452	390
Grp Volume(v), veh/h	26	0	371	324	313	179	47	0	440	206	0	184
Grp Sat Flow(s),veh/h/ln	1720	0	1637	1792	1881	1559	1791	0	1643	1792	0	1842
Q Serve(g_s), s	0.0	0.0	20.0	16.0	14.5	3.2	1.8	0.0	20.0	7.6	0.0	7.0
Cycle Q Clear(g_c), s	0.0	0.0	20.0	16.0	14.5	3.2	1.8	0.0	20.0	7.6	0.0	7.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.67	1.00		0.21
Lane Grp Cap(c), veh/h	504	0	408	437	380	493	393	0	361	278	0	555
V/C Ratio(X)	0.05	0.00	0.91	0.74	0.82	0.36	0.12	0.00	1.22	0.74	0.00	0.33
Avail Cap(c_a), veh/h	504	0	504	473	765	812	537	0	361	473	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	33.1	35.4	34.7	8.6	26.3	0.0	35.5	24.2	0.0	24.6
Incr Delay (d2), s/veh	0.0	0.0	16.2	4.8	1.7	0.2	0.0	0.0	120.5	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.9	8.4	7.7	1.7	0.9	0.0	21.1	3.8	0.0	3.6
LnGrp Delay(d),s/veh	25.8	0.0	49.3	40.2	36.5	8.7	26.4	0.0	156.0	25.6	0.0	24.8
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		397			816			487			390	
Approach Delay, s/veh		47.8			31.9			143.4			25.2	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	27.7	7.7	32.4	27.5	23.4	15.1	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	11.0	37.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	18.0	22.0	3.8	9.0	2.0	16.5	9.6	22.0
Green Ext Time (p_c), s	0.1	0.7	0.0	2.3	0.9	1.7	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	59.7
HCM 2010 LOS	E

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	704	623	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	741	656	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	744	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	704	623	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	741	656	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1403	656	656	0	-	0
Stage 1	656	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	144	461	941	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	461	941	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	941	-	332	-	-
HCM Lane V/C Ratio	0.003	-	0.219	-	-
HCM Control Delay (s)	8.8	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	669	228	371	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.981
Satd. Flow (prot)	1600	0	1853	1560	0	1860
Flt Permitted	0.977					0.483
Satd. Flow (perm)	1600	0	1853	1560	0	916
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	110	712	243	395	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	712	243	0	1035
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.7		44.6	65.4		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.69		0.56	0.16		1.66
Control Delay	28.9		8.2	0.2		320.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.9		8.2	0.2		320.6
LOS	C		A	A		F
Approach Delay	28.9		6.2			320.6
Approach LOS	C		A			F
Queue Length 50th (ft)	49		121	0		~619
Queue Length 95th (ft)	111		250	0		#902
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	413		1264	1560		625
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.56	0.16		1.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.4			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.66			
Intersection Signal Delay: 156.5		Intersection LOS: F	
Intersection Capacity Utilization 112.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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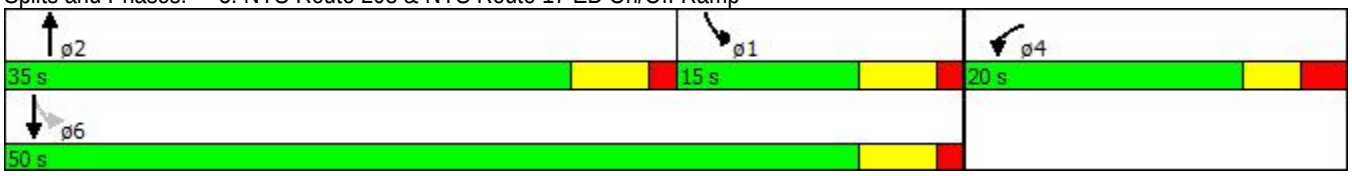
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	669	228	371	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.98
Satd. Flow (prot)	1600		1853	1560		1860
Flt Permitted	0.98		1.00	1.00		0.48
Satd. Flow (perm)	1600		1853	1560		915
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	110	712	243	395	640
RTOR Reduction (vph)	63	0	0	0	0	0
Lane Group Flow (vph)	143	0	712	243	0	1035
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.7		44.6	65.3		44.6
Effective Green, g (s)	9.7		44.6	65.3		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	237		1265	1560		624
v/s Ratio Prot	c0.09		0.38			
v/s Ratio Perm				0.16		c1.13
v/c Ratio	0.60		0.56	0.16		1.66
Uniform Delay, d1	26.0		5.3	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.0		1.8	0.2		303.5
Delay (s)	29.0		7.1	0.2		313.8
Level of Service	C		A	A		F
Approach Delay (s)	29.0		5.4			313.8
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	153.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	112.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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CLOVEWOOD

COMBINED CONDITIONS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	437	240	3	527	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1751	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1751	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	475	261	3	573	273	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	736	0	0	576	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	21.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	437	240	3	527	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	475	261	3	573	273	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	736	0	1184	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	879	-	~ 254	527
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	879	-	~ 253	527
Mov Cap-2 Maneuver	-	-	-	-	~ 253	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	612	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	122.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	879	-	254
HCM Lane V/C Ratio	-	-	0.004	-	1.083
HCM Control Delay (s)	-	-	9.1	0	122.9
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	11.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	21	57	330	0	23	436	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.916						0.999	
Flt Protected		0.997			0.999			0.993			0.997	
Satd. Flow (prot)	0	1681	0	0	1723	0	0	1790	0	0	1849	0
Flt Permitted		0.997			0.999			0.993			0.997	
Satd. Flow (perm)	0	1681	0	0	1723	0	0	1790	0	0	1849	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	25	67	388	0	27	454	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	40	0	0	455	0	0	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	21	57	330	0	23	436	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	25	67	388	0	27	454	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1051	1031	455	1084	1033	388	457	0	0	388	0	0
Stage 1	509	509	-	522	522	-	-	-	-	-	-	-
Stage 2	542	522	-	562	511	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	222	602	265	312	701	1114	-	-	1182	-	-
Stage 1	535	526	-	626	618	-	-	-	-	-	-	-
Stage 2	513	519	-	602	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	199	602	194	279	701	1114	-	-	1182	-	-
Mov Cap-2 Maneuver	166	199	-	194	279	-	-	-	-	-	-	-
Stage 1	494	510	-	578	570	-	-	-	-	-	-	-
Stage 2	445	479	-	481	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	14.1	1.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	419	435	1182	-	-
HCM Lane V/C Ratio	0.06	-	-	0.267	0.092	0.023	-	-
HCM Control Delay (s)	8.4	0	-	16.7	14.1	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.3	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	31	208	239	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.992	
Flt Protected	0.987			0.994		
Satd. Flow (prot)	1715	0	0	1835	1867	0
Flt Permitted	0.987			0.994		
Satd. Flow (perm)	1715	0	0	1835	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	41	35	236	272	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	271	288	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	36	31	208	239	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	41	35	236	272	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	587	280	288	0	-	0
Stage 1	280	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	524	782	1286	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	782	1286	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.7	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1286	-	684	-	-
HCM Lane V/C Ratio	0.027	-	0.081	-	-
HCM Control Delay (s)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	252	759	223	247	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.969			
Flt Protected	0.983					0.989
Satd. Flow (prot)	1717	0	1829	0	0	1868
Flt Permitted	0.983					0.989
Satd. Flow (perm)	1717	0	1829	0	0	1868
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	263	791	232	257	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	1023	0	0	1175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	302.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	252	759	223	247	881
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	262	791	232	257	918

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2339	907	0	0	1023	0
Stage 1	907	-	-	-	-	-
Stage 2	1432	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	147	433	-	-	667	-
Stage 1	652	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 31	433	-	-	667	-
Mov Cap-2 Maneuver	~ 31	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	~ 104	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1946	0	3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	667	-
HCM Lane V/C Ratio	-	-	5.09	0.386	-
HCM Control Delay (s)	-	-	$ 1946	13.7	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	43.8	1.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	92	698	225	438	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943			0.850		
Flt Protected	0.972					0.981
Satd. Flow (prot)	1700	0	1872	1591	0	1871
Flt Permitted	0.972					0.456
Satd. Flow (perm)	1700	0	1872	1591	0	870
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	48			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	96	727	234	456	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	0	727	234	0	1165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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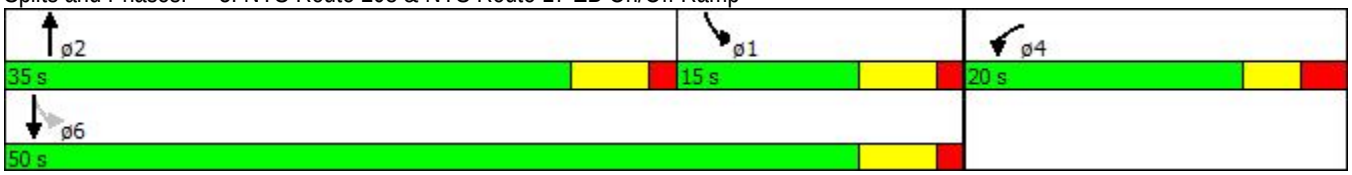
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.71		0.58	0.15		2.00
Control Delay	33.1		8.9	0.2		473.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	33.1		8.9	0.2		473.9
Queue Length 50th (ft)	68		137	0		~540
Queue Length 95th (ft)	135		257	0		#819
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	408		1254	1591		582
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.55		0.58	0.15		2.00

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 66.6	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	92	698	225	438	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1699		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.46
Satd. Flow (perm)	1699		1872	1591		870
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	96	727	234	456	709
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	186	0	727	234	0	1165
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.9		44.6	66.5		44.6
Effective Green, g (s)	10.9		44.6	66.5		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	278		1255	1591		583
v/s Ratio Prot	c0.11		0.39			
v/s Ratio Perm				0.15		c1.34
v/c Ratio	0.67		0.58	0.15		2.00
Uniform Delay, d1	26.1		5.9	0.0		10.9
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	4.7		2.0	0.2		455.3
Delay (s)	30.8		7.9	0.2		466.3
Level of Service	C		A	A		F
Approach Delay (s)	30.8		6.0			466.3
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	236.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.87		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	123.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	92	698	225	438	681
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	727	0	456	709
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	169	0	899	764	99	28
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1753	0	1872	1591	25	38
Grp Volume(v), veh/h	131	0	727	0	1165	0
Grp Sat Flow(s),veh/h/ln	1767	0	1872	1591	63	0
Q Serve(g_s), s	4.4	0.0	20.3	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	20.3	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.81	0.00	0.00	0.00
Avail Cap(c_a), veh/h	417	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	7.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	12.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	21.3	0.0	0.0	0.0
LnGrp LOS	C		C			
Approach Vol, veh/h	131		727			1165
Approach Delay, s/veh	29.8		21.3			0.0
Approach LOS	C		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	337	51	451	297	154	771	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.995	
Flt Protected		0.982			0.955			0.995			0.992	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1902	1591	0	1710	0
Flt Permitted		0.692			0.668			0.851			0.692	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1627	1591	0	1193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				262			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	355	54	475	313	162	812	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	355	0	529	313	0	1014	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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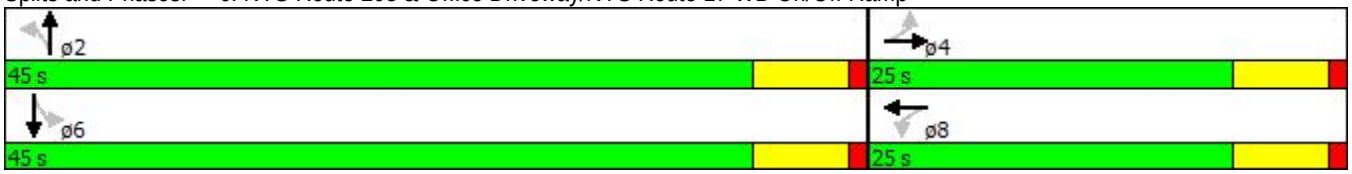
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.27			1.00	0.22		0.58	0.20		1.52	
Control Delay		14.4			78.6	0.3		13.5	0.3		262.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		13.5	0.3		262.9	
Queue Length 50th (ft)		17			~150	0		136	0		~633	
Queue Length 95th (ft)		53			#309	0		225	0		#857	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		906	1591		666	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.22		0.58	0.20		1.52	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 80
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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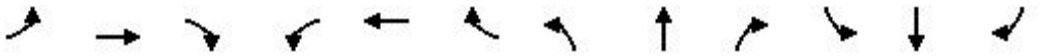

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	337	51	451	297	154	771	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.95	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1751			1833	1631		1902	1591		1710	
Flt Permitted		0.69			0.67	1.00		0.85	1.00		0.69	
Satd. Flow (perm)		1233			1282	1631		1626	1591		1193	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	18	45	328	20	355	54	475	313	162	812	40
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	65	0	0	348	355	0	529	313	0	1012	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		334			347	1631		905	1591		664	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.27	0.22		0.33	0.20		c0.85	
v/c Ratio		0.20			1.00	0.22		0.58	0.20		1.52	
Uniform Delay, d1		19.6			25.5	0.0		10.2	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.1			49.0	0.3		2.8	0.3		243.3	
Delay (s)		19.7			74.5	0.3		12.9	0.3		258.8	
Level of Service		B			E	A		B	A		F	
Approach Delay (s)		19.7			37.1			8.2			258.8	
Approach LOS		B			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	111.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	117.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	337	51	451	297	154	771	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1911	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	475	0	162	812	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	112	844	908	190	764	37
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	95	1479	1591	226	1339	64
Grp Volume(v), veh/h	98	0	0	348	0	0	529	0	0	1014	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1574	0	1591	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	11.0	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.10		1.00	0.16		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1002	0	908	1038	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.53	0.00	0.00	0.98	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1002	0	908	1038	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.6	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0	22.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	5.9	0.0	0.0	24.9	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	10.6	0.0	0.0	38.1	0.0	0.0
LnGrp LOS	B			C			B			D		
Approach Vol, veh/h		98			348			529			1014	
Approach Delay, s/veh		19.9			25.7			10.6			38.1	
Approach LOS		B			C			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	951	1064	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.920	
Flt Protected		0.997			0.980	
Satd. Flow (prot)	0	1743	1741	0	1922	0
Flt Permitted		0.997			0.980	
Satd. Flow (perm)	0	1743	1741	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	980	1097	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1041	1130	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	16.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	951	1064	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	980	1097	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1130	0	-	0	2215	1113
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	1102	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	626	-	-	-	~ 38	241
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	626	-	-	-	~ 30	241
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	223	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	$ 401.9
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	626	-	62	-	-
HCM Lane V/C Ratio	0.097	-	1.497	-	-
HCM Control Delay (s)	11.4	0	$ 401.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	8.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	976	1075	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1826	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	1017	1120	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	1031	1131	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	976	1075	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	1017	1120	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2170	1126	1131	0	-	0
Stage 1	1126	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	52	252	625	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	252	625	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	45.7	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	625	-	118	-	-
HCM Lane V/C Ratio	0.022	-	0.256	-	-
HCM Control Delay (s)	10.9	0	45.7	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	805	959	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1809	1858	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	875	1042	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	880	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	134.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	805	959	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	875	1042	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1962	1076	1109	0	-	0
Stage 1	1076	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 56	253	637	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 55	253	637	-	-	-
Mov Cap-2 Maneuver	~ 55	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1374.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	58	-	-
HCM Lane V/C Ratio	0.009	-	3.729	-	-
HCM Control Delay (s)	10.7	-	$ 1374.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	23.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	980	1012	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	1021	1054	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1032	1057	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	980	1012	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	1021	1054	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2100	1056	1057	0	-	0
Stage 1	1056	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	51	268	667	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	268	667	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	667	-	142	-	-
HCM Lane V/C Ratio	0.017	-	0.073	-	-
HCM Control Delay (s)	10.5	0	32.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	879	65	16	976	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.991			0.995	
Flt Protected		0.983			0.958			0.998			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1807	0	0	1835	0
Flt Permitted		0.983			0.958			0.929			0.980	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1682	0	0	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	916	68	17	1017	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	1026	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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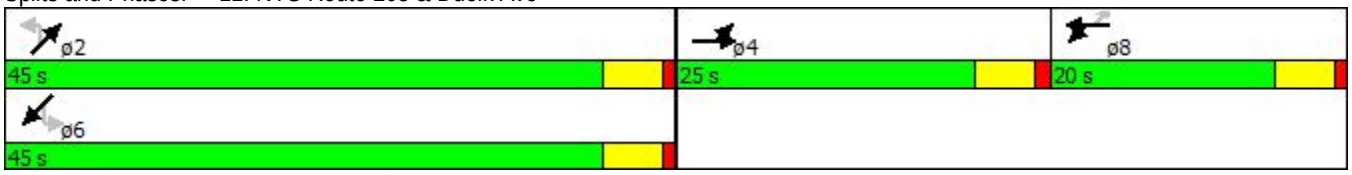
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.42			0.34	0.10		0.93			0.92	
Control Delay		24.5			32.8	0.7		34.2			30.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		34.2			30.8	
Queue Length 50th (ft)		20			32	0		~490			~505	
Queue Length 95th (ft)		61			73	0		#808			#830	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1098			1175	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.93			0.92	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.7
Natural Cycle: 75
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	879	65	16	976	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.94			1.00	0.85		0.99			0.99	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1878			2017	1821		1807			1835	
Flt Permitted		0.98			0.96	1.00		0.93			0.98	
Satd. Flow (perm)		1878			2017	1821		1682			1800	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	17	43	71	10	28	42	916	68	17	1017	42
RTOR Reduction (vph)	0	40	0	0	0	25	0	2	0	0	1	0
Lane Group Flow (vph)	0	51	0	0	81	3	0	1024	0	0	1075	0
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.4			6.8	6.8		43.7			43.7	
Effective Green, g (s)		5.4			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.08			0.10	0.10		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		143			193	174		1036			1109	
v/s Ratio Prot		c0.03			c0.04							
v/s Ratio Perm						0.00		c0.61			0.60	
v/c Ratio		0.36			0.42	0.02		0.99			0.97	
Uniform Delay, d1		31.1			30.2	29.0		13.4			13.0	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.6			1.5	0.0		25.3			20.6	
Delay (s)		31.7			31.7	29.1		38.7			33.5	
Level of Service		C			C	C		D			C	
Approach Delay (s)		31.7			31.0			38.7			33.5	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	879	65	16	976	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	916	68	17	1017	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	84	1019	74	65	1130	46
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	39	1619	118	11	1796	73
Grp Volume(v), veh/h	91	0	0	81	0	28	1026	0	0	1076	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1775	0	0	1880	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	31.3	0.0	0.0	31.0	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.04		0.07	0.02		0.04
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1176	0	0	1241	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.87	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1176	0	0	1241	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	9.9	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	9.0	0.0	0.0	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	18.1	0.0	0.0	18.7	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	18.9	0.0	0.0	18.4	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			1026			1076	
Approach Delay, s/veh		33.1			32.7			18.9			18.4	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	909	1001	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1724	0	0	1817	1816	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1724	0	0	1817	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	977	1076	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	1006	1082	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	909	1001	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	977	1076	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2115	1080	1083	0	-	0
Stage 1	1080	-	-	-	-	-
Stage 2	1035	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	45	252	652	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	252	652	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	56.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	652	-	113	-	-
HCM Lane V/C Ratio	0.045	-	0.4	-	-
HCM Control Delay (s)	10.8	0	56.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	904	15	5	998
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1815	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	972	16	5	1073
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	988	0	0	1078
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	904	15	5	998
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	972	16	5	1073

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2064	980	0	0	988	0
Stage 1	980	-	-	-	-	-
Stage 2	1084	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	86	332	-	-	708	-
Stage 1	432	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	332	-	-	708	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	40.6	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	118	708	-
HCM Lane V/C Ratio	-	-	0.146	0.008	-
HCM Control Delay (s)	-	-	40.6	10.1	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	908	1002	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	946	1044	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	948	1046	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	908	1002	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	946	1044	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1995	1045	1046	0	-	0
Stage 1	1045	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	54	265	673	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	265	673	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	45.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	673	-	90	-	-
HCM Lane V/C Ratio	0.003	-	0.023	-	-
HCM Control Delay (s)	10.4	0	45.9	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	903	6	18	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	941	6	19	1028
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	947	0	0	1047
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	903	6	18	987
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	941	6	19	1028

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2010	944	0	0	947	0
Stage 1	944	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	82	338	-	-	733	-
Stage 1	424	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	338	-	-	733	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	42.4	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	136	733	-
HCM Lane V/C Ratio	-	-	0.299	0.026	-
HCM Control Delay (s)	-	-	42.4	10	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	894	28	20	967	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.996			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1874	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1874	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	993	31	22	1074	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	1027	0	0	1105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	6.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	894	28	20	967	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	993	31	22	1074	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2147	2154	1079	2142	2144	1009	1083	0	0	1024	0	0
Stage 1	1123	1123	-	1016	1016	-	-	-	-	-	-	-
Stage 2	1024	1031	-	1126	1128	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	40	55	276	51	70	320	652	-	-	686	-	-
Stage 1	268	302	-	343	377	-	-	-	-	-	-	-
Stage 2	303	331	-	303	340	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	50	276	45	64	320	652	-	-	686	-	-
Mov Cap-2 Maneuver	35	50	-	45	64	-	-	-	-	-	-	-
Stage 1	265	278	-	339	373	-	-	-	-	-	-	-
Stage 2	283	327	-	274	312	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	109.4	216.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	652	-	-	61	44	686	-	-
HCM Lane V/C Ratio	0.005	-	-	0.965	0.227	0.032	-	-
HCM Control Delay (s)	10.6	0	-	216.5	109.4	10.4	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	4.6	0.8	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	913	2	2	993
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	961	2	2	1045
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	963	0	0	1047
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	913	2	2	993
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	961	2	2	1045

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2011	962	0	0	963	0
Stage 1	962	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	92	339	-	-	723	-
Stage 1	439	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	339	-	-	723	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	402	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	30.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	143	723	-
HCM Lane V/C Ratio	-	-	0.029	0.003	-
HCM Control Delay (s)	-	-	30.9	10	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	643	21	11	705	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	691	23	12	758	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	737	0	0	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	643	21	11	705	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	691	23	12	758	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1571	1575	792	1567	1597	703	826	0	0	714	0	0
Stage 1	816	816	-	748	748	-	-	-	-	-	-	-
Stage 2	755	759	-	819	849	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	83	102	384	99	118	450	813	-	-	895	-	-
Stage 1	357	376	-	425	441	-	-	-	-	-	-	-
Stage 2	387	401	-	390	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	95	384	90	110	450	813	-	-	895	-	-
Mov Cap-2 Maneuver	76	95	-	90	110	-	-	-	-	-	-	-
Stage 1	340	367	-	405	420	-	-	-	-	-	-	-
Stage 2	356	382	-	374	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.8	34.9	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	86	150	895	-	-
HCM Lane V/C Ratio	0.028	-	-	0.325	0.201	0.013	-	-
HCM Control Delay (s)	9.6	0	-	65.8	34.9	9.1	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	808	6	2	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	833	6	2	1001
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	833	6	2	1001
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	808	6	2	971
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	833	6	2	1001

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1838	833	0	0	833	0
Stage 1	833	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	117	408	-	-	809	-
Stage 1	492	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	408	-	-	809	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	809	-
HCM Lane V/C Ratio	-	-	0.076	0.003	-
HCM Control Delay (s)	-	-	33.6	9.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	34	221	39	39	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.980			
Flt Protected	0.984					0.993
Satd. Flow (prot)	1666	0	1789	0	0	1865
Flt Permitted	0.984					0.993
Satd. Flow (perm)	1666	0	1789	0	0	1865
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	19	39	251	44	44	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	295	0	0	313
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	34	221	39	39	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	19	39	251	44	44	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	631	273	0	0	295	0
Stage 1	273	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	445	766	-	-	1266	-
Stage 1	773	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	766	-	-	1266	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.6	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	606	1266	-
HCM Lane V/C Ratio	-	-	0.096	0.035	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	256	34	646	270	39	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.156	
Satd. Flow (perm)	1770	1583	1900	1599	281	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		37		293		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	278	37	702	293	42	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	37	702	293	42	804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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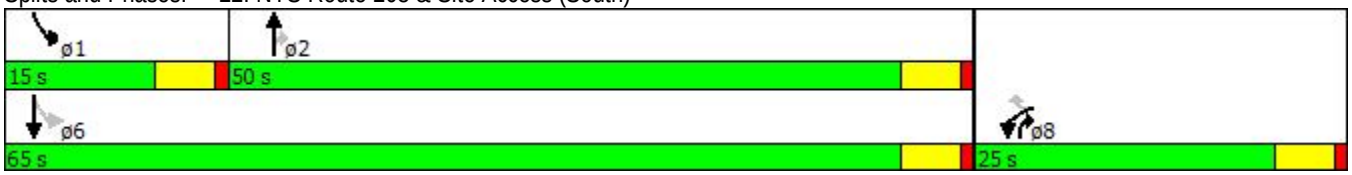
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.65	0.09	0.77	0.20	0.14	0.75
Control Delay	31.9	9.8	20.9	0.6	6.5	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	9.8	20.9	0.6	6.5	14.6
Queue Length 50th (ft)	98	0	226	0	6	186
Queue Length 95th (ft)	223	24	406	10	18	353
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	671	623	1449	1454	430	1662
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.06	0.48	0.20	0.10	0.48

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 60.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	256	34	646	270	39	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.95	1.00	1.00	1.00	0.16	1.00
Satd. Flow (perm)	1770	1583	1900	1599	280	1881
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	37	702	293	42	804
RTOR Reduction (vph)	0	28	0	84	0	0
Lane Group Flow (vph)	278	9	702	209	42	804
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	14.7	14.7	29.0	43.7	36.7	36.7
Effective Green, g (s)	14.7	14.7	29.0	43.7	36.7	36.7
Actuated g/C Ratio	0.24	0.24	0.47	0.71	0.60	0.60
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	423	378	897	1268	230	1124
v/s Ratio Prot	c0.16		c0.37	0.04	0.01	c0.43
v/s Ratio Perm		0.01		0.09	0.10	
v/c Ratio	0.66	0.02	0.78	0.16	0.18	0.72
Uniform Delay, d1	21.1	17.9	13.6	2.9	8.8	8.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.0	4.2	0.0	0.1	1.8
Delay (s)	23.9	17.9	17.7	2.9	8.9	10.5
Level of Service	C	B	B	A	A	B
Approach Delay (s)	23.2		13.4			10.4
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	256	34	646	270	39	740
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	278	37	702	293	42	804
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	353	315	907	1081	308	1155
Arrive On Green	0.20	0.20	0.48	0.48	0.04	0.61
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	278	37	702	293	42	804
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	8.0	1.0	16.4	3.9	0.6	15.4
Cycle Q Clear(g_c), s	8.0	1.0	16.4	3.9	0.6	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	353	315	907	1081	308	1155
V/C Ratio(X)	0.79	0.12	0.77	0.27	0.14	0.70
Avail Cap(c_a), veh/h	664	593	1600	1664	563	2112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	17.6	11.6	3.4	8.8	7.0
Incr Delay (d2), s/veh	1.5	0.1	0.5	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.5	8.5	2.8	0.3	7.9
LnGrp Delay(d),s/veh	21.8	17.6	12.1	3.5	8.8	7.2
LnGrp LOS	C	B	B	A	A	A
Approach Vol, veh/h	315		995			846
Approach Delay, s/veh	21.3		9.6			7.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.3	30.5				37.8		15.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.6	18.4				17.4		10.0
Green Ext Time (p_c), s	0.0	7.1				7.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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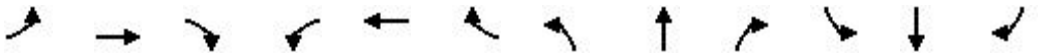

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	207	14	8	234	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	238	16	9	269	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	0	0	278	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	207	14	8	234	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	238	16	9	269	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	254	0	0	533	533	246	542	541	269
Stage 1	-	-	-	-	-	-	246	246	-	287	287	-
Stage 2	-	-	-	-	-	-	287	287	-	255	254	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1306	-	-	1323	-	-	489	483	809	441	438	769
Stage 1	-	-	-	-	-	-	783	726	-	713	667	-
Stage 2	-	-	-	-	-	-	748	700	-	743	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1323	-	-	486	479	809	429	434	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	479	-	429	434	-
Stage 1	-	-	-	-	-	-	783	726	-	713	662	-
Stage 2	-	-	-	-	-	-	742	694	-	727	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1306	-	-	1323	-	-	-
HCM Lane V/C Ratio	0.066	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.5	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	32	284	313	290	38	141	196	173	170	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.913			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1773	0	1668	1818	1583	1661	1603	0	1762	1824	0
Flt Permitted	0.550			0.206			0.608			0.147		
Satd. Flow (perm)	914	1773	0	357	1818	1505	1040	1603	0	273	1824	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				326					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	36	319	352	326	43	158	220	194	191	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	436	0	319	352	326	43	378	0	194	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Maximum Green (s)	20.0	31.0		15.0	26.0	35.0	10.0	20.0		35.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.83		0.98	0.55	0.36	0.14	1.15		0.61	0.39	
Control Delay	27.4	47.4		77.7	34.3	2.2	21.1	135.2		29.4	27.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.4	47.4		77.7	34.3	2.2	21.1	135.2		29.4	27.9	
Queue Length 50th (ft)	17	249		~206	206	0	17	~288		83	119	
Queue Length 95th (ft)	44	#428		#399	#350	21	38	#494		138	193	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	415	565		327	641	1191	383	328		643	847	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.98	0.55	0.27	0.11	1.15		0.30	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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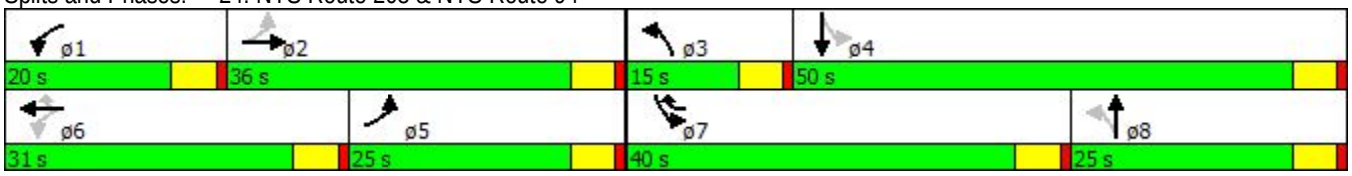
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	32	284	313	290	38	141	196	173	170	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.91		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1595	1773		1666	1818	1533	1643	1607		1762	1826	
Flt Permitted	0.55	1.00		0.21	1.00	1.00	0.61	1.00		0.15	1.00	
Satd. Flow (perm)	924	1773		362	1818	1533	1052	1607		273	1826	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	39	400	36	319	352	326	43	158	220	194	191	51
RTOR Reduction (vph)	0	3	0	0	0	172	0	0	0	0	9	0
Lane Group Flow (vph)	39	433	0	319	352	154	43	378	0	194	233	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	31.0	31.0		34.5	34.5	48.4	25.7	22.2		41.1	32.6	
Effective Green, g (s)	31.0	31.0		34.5	34.5	48.4	25.7	22.2		41.1	32.6	
Actuated g/C Ratio	0.30	0.30		0.34	0.34	0.47	0.25	0.22		0.40	0.32	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	356	537		314	613	726	284	349		312	582	
v/s Ratio Prot	0.01	c0.24		c0.15	0.19	0.03	0.01	c0.24		c0.08	0.13	
v/s Ratio Perm	0.02			c0.19		0.07	0.03			0.17		
v/c Ratio	0.11	0.81		1.02	0.57	0.21	0.15	1.08		0.62	0.40	
Uniform Delay, d1	25.9	32.8		29.5	27.8	15.7	29.4	40.0		23.1	27.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	8.2		54.9	0.8	0.1	0.1	72.2		2.8	0.2	
Delay (s)	25.9	41.0		84.4	28.6	15.8	29.5	112.2		25.9	27.3	
Level of Service	C	D		F	C	B	C	F		C	C	
Approach Delay (s)		39.8			42.3			103.8			26.7	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM 2000 Control Delay	50.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	102.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	32	284	313	290	38	141	196	173	170	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	36	319	352	326	43	158	220	194	191	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	479	434	39	376	414	509	335	154	215	273	432	115
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1514	136	1792	1881	1547	1723	699	973	1828	1443	385
Grp Volume(v), veh/h	39	0	436	319	352	326	43	0	378	194	0	242
Grp Sat Flow(s),veh/h/ln	1720	0	1651	1792	1881	1547	1723	0	1672	1828	0	1828
Q Serve(g_s), s	0.0	0.0	23.2	15.0	16.3	6.7	1.7	0.0	20.0	7.0	0.0	9.7
Cycle Q Clear(g_c), s	0.0	0.0	23.2	15.0	16.3	6.7	1.7	0.0	20.0	7.0	0.0	9.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.58	1.00		0.21
Lane Grp Cap(c), veh/h	479	0	474	376	414	509	335	0	369	273	0	547
V/C Ratio(X)	0.08	0.00	0.92	0.85	0.85	0.64	0.13	0.00	1.02	0.71	0.00	0.44
Avail Cap(c_a), veh/h	479	0	565	376	540	612	478	0	369	785	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.5	33.9	9.1	26.3	0.0	35.3	24.2	0.0	25.6
Incr Delay (d2), s/veh	0.0	0.0	17.3	15.7	7.9	0.9	0.1	0.0	53.2	1.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.8	2.2	9.3	3.2	0.8	0.0	14.6	3.5	0.0	4.9
LnGrp Delay(d),s/veh	26.7	0.0	48.6	52.2	41.8	10.0	26.4	0.0	88.5	25.4	0.0	25.8
LnGrp LOS	C		D	D	D	A	C		F	C		C
Approach Vol, veh/h		475			997			421			436	
Approach Delay, s/veh		46.8			34.7			82.2			25.7	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	31.0	7.5	32.1	26.0	25.0	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	25.2	3.7	11.7	2.0	18.3	9.0	22.0
Green Ext Time (p_c), s	0.0	0.8	0.0	2.3	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	673	721	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	724	775	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	732	776	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	673	721	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	724	775	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1515	776	776	0	-	0
Stage 1	776	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	122	392	849	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	392	849	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	276	-	-
HCM Lane V/C Ratio	0.009	-	0.273	-	-
HCM Control Delay (s)	9.3	0	22.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	92	698	225	438	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943			0.850		
Flt Protected	0.972					0.981
Satd. Flow (prot)	1700	0	1872	1591	0	1871
Flt Permitted	0.972					0.456
Satd. Flow (perm)	1700	0	1872	1591	0	870
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	48			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	96	727	234	456	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	0	727	234	0	1165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	11.0		44.6	66.6		44.6
Actuated g/C Ratio	0.17		0.67	1.00		0.67
v/c Ratio	0.71		0.58	0.15		2.00
Control Delay	33.1		8.9	0.2		473.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	33.1		8.9	0.2		473.9
LOS	C		A	A		F
Approach Delay	33.1		6.8			473.9
Approach LOS	C		A			F
Queue Length 50th (ft)	68		137	0		~540
Queue Length 95th (ft)	135		257	0		#819
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	408		1254	1591		582
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.55		0.58	0.15		2.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.6			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.00			
Intersection Signal Delay: 240.7		Intersection LOS: F	
Intersection Capacity Utilization 123.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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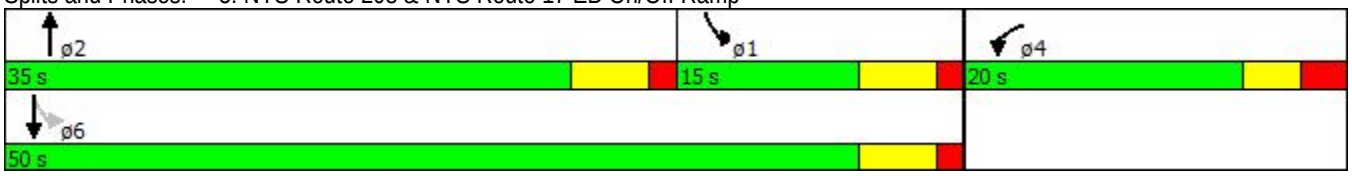
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	92	698	225	438	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1699		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.46
Satd. Flow (perm)	1699		1872	1591		870
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	96	727	234	456	709
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	186	0	727	234	0	1165
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.9		44.6	66.5		44.6
Effective Green, g (s)	10.9		44.6	66.5		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	278		1255	1591		583
v/s Ratio Prot	c0.11		0.39			
v/s Ratio Perm				0.15		c1.34
v/c Ratio	0.67		0.58	0.15		2.00
Uniform Delay, d1	26.1		5.9	0.0		10.9
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	4.7		2.0	0.2		455.3
Delay (s)	30.8		7.9	0.2		466.3
Level of Service	C		A	A		F
Approach Delay (s)	30.8		6.0			466.3
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	236.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.87		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	123.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	323	129	0	603	306	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	41					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	376	150	0	701	356	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	526	0	0	701	357	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Maximum Green (s)	55.0		55.0	55.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.47			0.61	0.83	
Control Delay	10.0			13.4	48.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.0			13.4	48.5	
Queue Length 50th (ft)	129			216	190	
Queue Length 95th (ft)	213			342	259	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1119			1152	496	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.47			0.61	0.72	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	323	129	0	603	306	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	376	150	0	701	356	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	825	329	0	1215	395	1
Arrive On Green	0.66	0.66	0.00	0.66	0.23	0.23
Sat Flow, veh/h	1246	497	0	1836	1739	5
Grp Volume(v), veh/h	0	526	0	701	358	0
Grp Sat Flow(s),veh/h/ln	0	1743	0	1836	1749	0
Q Serve(g_s), s	0.0	13.1	0.0	18.8	17.9	0.0
Cycle Q Clear(g_c), s	0.0	13.1	0.0	18.8	17.9	0.0
Prop In Lane		0.29	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1154	0	1215	397	0
V/C Ratio(X)	0.00	0.46	0.00	0.58	0.90	0.00
Avail Cap(c_a), veh/h	0	1154	0	1215	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.4	0.0	8.3	33.8	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	2.0	15.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	0.0	10.0	10.4	0.0
LnGrp Delay(d),s/veh	0.0	8.7	0.0	10.3	49.7	0.0
LnGrp LOS		A		B	D	
Approach Vol, veh/h	526			701	358	
Approach Delay, s/veh	8.7			10.3	49.7	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		64.6				64.6		25.4
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		15.1				20.8		19.9
Green Ext Time (p_c), s		4.4				4.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	150	435	113	170	1091
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.379	
Satd. Flow (perm)	1858	1552	1845	1493	662	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		161		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	161	468	122	183	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	161	468	122	183	1173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	70.0
Total Split (%)	22.2%	16.7%	61.1%	22.2%	16.7%	77.8%
Maximum Green (s)	15.0	10.0	50.0	15.0	10.0	65.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.78	0.27	0.44	0.10	0.32	0.94
Control Delay	56.0	5.0	12.7	0.7	5.3	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	5.0	12.7	0.7	5.3	27.0
Queue Length 50th (ft)	126	0	142	0	27	492
Queue Length 95th (ft)	#232	41	223	10	47	#905
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	312	614	1068	1223	595	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.26	0.44	0.10	0.31	0.94

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	150	435	113	170	1091
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	161	468	122	183	1173
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	277	345	1148	1232	596	1355
Arrive On Green	0.15	0.15	0.62	0.62	0.06	0.74
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	161	468	122	183	1173
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	10.6	7.5	11.3	1.7	3.0	40.8
Cycle Q Clear(g_c), s	10.6	7.5	11.3	1.7	3.0	40.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	277	345	1148	1232	596	1355
V/C Ratio(X)	0.83	0.47	0.41	0.10	0.31	0.87
Avail Cap(c_a), veh/h	317	382	1148	1232	692	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	30.6	8.4	2.5	5.6	8.4
Incr Delay (d2), s/veh	15.2	1.0	1.1	0.2	0.3	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.5	6.1	1.3	1.5	23.1
LnGrp Delay(d),s/veh	51.6	31.6	9.5	2.7	5.9	16.0
LnGrp LOS	D	C	A	A	A	B
Approach Vol, veh/h	391		590			1356
Approach Delay, s/veh	43.4		8.1			14.6
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.2	59.8				70.0		18.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	50.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	5.0	13.3				42.8		12.6
Green Ext Time (p_c), s	0.3	15.3				12.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	109	619	355	478	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926			0.850		
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1695	0	1818	1575	1753	1881
Flt Permitted	0.978				0.149	
Satd. Flow (perm)	1695	0	1818	1575	275	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			262		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	117	666	382	514	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	666	382	514	602
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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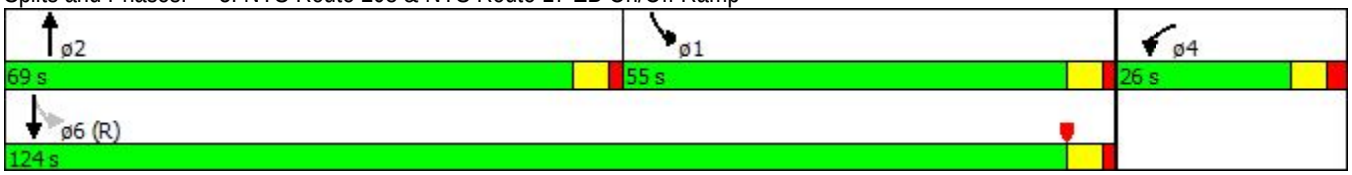
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	26.0		69.0		55.0	124.0
Total Split (%)	17.3%		46.0%		36.7%	82.7%
Maximum Green (s)	19.5		63.5		49.5	118.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.91		0.85	0.24	0.73	0.40
Control Delay	92.5		50.6	0.4	46.2	6.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	92.5		50.6	0.4	46.2	6.9
Queue Length 50th (ft)	178		588	0	371	252
Queue Length 95th (ft)	#325		#816	0	m377	m227
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	249		783	1575	706	1499
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.85	0.24	0.73	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	109	619	355	478	560
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	666	0	514	602
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	770	667	686	1486
Arrive On Green	0.07	0.00	0.42	0.00	0.22	0.53
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	666	0	514	602
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	50.0	0.0	31.2	28.8
Cycle Q Clear(g_c), s	8.1	0.0	50.0	0.0	31.2	28.8
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	770	667	686	1486
V/C Ratio(X)	0.82	0.00	0.87	0.00	0.75	0.41
Avail Cap(c_a), veh/h	232	0	770	667	686	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	39.4	0.0	47.4	14.2
Incr Delay (d2), s/veh	5.0	0.0	12.5	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	27.6	0.0	19.7	14.9
LnGrp Delay(d),s/veh	74.0	0.0	51.8	0.0	47.8	14.3
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		666			1116
Approach Delay, s/veh	74.0		51.8			29.7
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	55.0	69.0		16.6		124.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	49.5	63.5		19.5		118.5		
Max Q Clear Time (g_c+I1), s	33.2	52.0		10.1		30.8		
Green Ext Time (p_c), s	1.4	1.6		0.1		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	160	60	292	358	186	865	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.068			0.499		
Satd. Flow (perm)	0	1709	0	0	1808	1599	129	1731	1607	902	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			382		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	186	70	340	416	216	1006	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	186	70	340	416	216	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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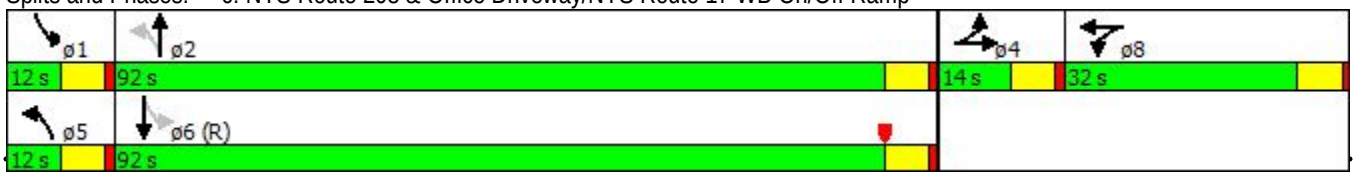
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	14.0	14.0		32.0	32.0		12.0	92.0		12.0	92.0	
Total Split (%)	9.3%	9.3%		21.3%	21.3%		8.0%	61.3%		8.0%	61.3%	
Maximum Green (s)	8.0	8.0		26.0	26.0		6.0	86.0		6.0	86.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.52			0.80	0.12	0.43	0.32	0.26	0.32	1.00	
Control Delay		61.1			85.6	0.1	26.8	22.1	0.2	11.1	46.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		61.1			85.6	0.1	26.8	22.1	0.2	11.1	46.9	
Queue Length 50th (ft)		26			184	0	37	157	0	80	~1093	
Queue Length 95th (ft)		68			249	0	m49	m207	m0	m101	m#1250	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		112			313	1599	163	1069	1607	671	1040	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.45			0.61	0.12	0.43	0.32	0.26	0.32	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	160	60	292	358	186	865	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	340	0	216	1006	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	108	1063	921	597	995	37
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.57	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1700	63
Grp Volume(v), veh/h	50	0	0	191	0	0	70	340	0	216	0	1043
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	14.4	0.0	6.0	0.0	85.1
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	14.4	0.0	6.0	0.0	85.1
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	108	1063	921	597	0	1032
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.65	0.32	0.00	0.36	0.00	1.01
Avail Cap(c_a), veh/h	90	0	0	313	0	277	130	1063	921	597	0	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.41	0.41	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	36.9	16.7	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	14.1	0.0	0.0	3.4	0.3	0.0	0.4	0.0	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	8.6	0.0	0.0	1.8	7.5	0.0	3.9	0.0	8.8
LnGrp Delay(d),s/veh	88.0	0.0	0.0	78.3	0.0	0.0	40.2	17.0	0.0	16.2	0.0	30.8
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			410			1259	
Approach Delay, s/veh		88.0			78.3			21.0			28.3	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	92.0		11.6	10.2	93.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	86.0		8.0	6.0	86.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	16.4		6.4	4.4	87.1		17.6
Green Ext Time (p_c), s	0.0	11.3		0.0	0.0	0.0		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		33.3
HCM 2010 LOS		C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	487	1166	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.123				0.950	
Satd. Flow (perm)	213	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			109
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	524	1254	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	524	1263	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.22	0.37	0.89		0.07	0.55
Control Delay	5.9	3.3	17.8		35.0	19.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.9	3.3	17.8		35.0	19.5
Queue Length 50th (ft)	3	49	319		4	5
Queue Length 95th (ft)	18	119	#953		18	54
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	177	1417	1415		309	365
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.22	0.37	0.89		0.03	0.33

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	487	1166	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	524	1254	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	197	1387	1376	10	171	153
Arrive On Green	0.76	0.76	0.76	0.76	0.10	0.10
Sat Flow, veh/h	435	1818	1803	13	1756	1568
Grp Volume(v), veh/h	39	524	0	1263	9	120
Grp Sat Flow(s),veh/h/ln	435	1818	0	1816	1756	1568
Q Serve(g_s), s	5.5	6.9	0.0	38.9	0.3	5.4
Cycle Q Clear(g_c), s	44.4	6.9	0.0	38.9	0.3	5.4
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	197	1387	0	1386	171	153
V/C Ratio(X)	0.20	0.38	0.00	0.91	0.05	0.78
Avail Cap(c_a), veh/h	259	1646	0	1644	367	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	2.8	0.0	6.6	29.4	31.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	6.6	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.4	0.0	21.1	0.2	2.5
LnGrp Delay(d),s/veh	24.1	2.9	0.0	13.2	29.4	35.0
LnGrp LOS	C	A		B	C	C
Approach Vol, veh/h		563	1263		129	
Approach Delay, s/veh		4.4	13.2		34.6	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		59.8		12.0		59.8		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		46.4		7.4		40.9		
Green Ext Time (p_c), s		8.4		0.2		9.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	477	1084	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.977	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1766	0
Flt Permitted	0.961			0.973		
Satd. Flow (perm)	1667	0	0	1710	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				29	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	518	1178	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	523	1417	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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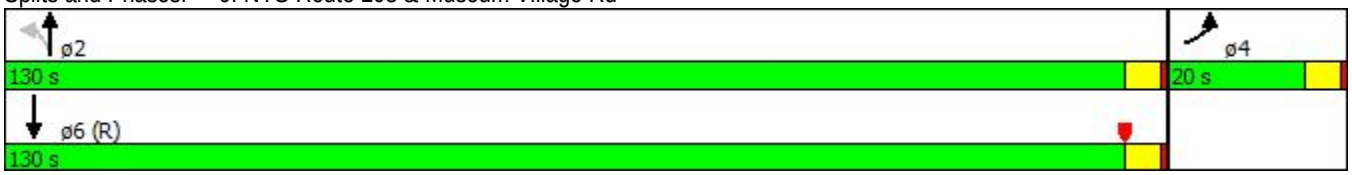
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Maximum Green (s)	15.0		125.0	125.0	125.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.67			0.37	0.96	
Control Delay	80.4			1.8	27.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			1.8	27.1	
Queue Length 50th (ft)	105			30	924	
Queue Length 95th (ft)	#189			37	#1640	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1425	1476	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.37	0.96	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	477	1084	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1870	1938
Adj Flow Rate, veh/h	93	23	5	518	1178	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	28	1493	1258	255
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	5	1792	1509	306
Grp Volume(v), veh/h	117	0	523	0	0	1417
Grp Sat Flow(s),veh/h/ln	1716	0	1796	0	0	1815
Q Serve(g_s), s	9.9	0.0	0.1	0.0	0.0	88.9
Cycle Q Clear(g_c), s	9.9	0.0	89.0	0.0	0.0	88.9
Prop In Lane	0.79	0.20	0.01			0.17
Lane Grp Cap(c), veh/h	172	0	1521	0	0	1513
V/C Ratio(X)	0.68	0.00	0.34	0.00	0.00	0.94
Avail Cap(c_a), veh/h	172	0	1521	0	0	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	2.9	0.0	0.0	9.5
Incr Delay (d2), s/veh	19.7	0.0	0.0	0.0	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	5.0	0.0	0.0	48.5
LnGrp Delay(d),s/veh	84.9	0.0	3.0	0.0	0.0	21.8
LnGrp LOS	F		A			C
Approach Vol, veh/h	117			523	1417	
Approach Delay, s/veh	84.9			3.0	21.8	
Approach LOS	F			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		91.0		11.9		90.9		
Green Ext Time (p_c), s		11.7		0.1		11.7		

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	452	21	18	1012	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1751	0	0	1761	0
Flt Permitted		0.986			0.960			0.928			0.988	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1628	0	0	1741	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				59		4			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	476	22	19	1065	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	521	0	0	1135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		18.0	18.0	18.0	91.0	91.0		91.0	91.0	
Total Split (%)	16.2%	16.2%		13.8%	13.8%	13.8%	70.0%	70.0%		70.0%	70.0%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		13.0	13.0	13.0	86.0	86.0		86.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.57	0.13		0.43			0.88	
Control Delay		34.9			64.9	1.4		8.1			23.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		34.9			64.9	1.4		8.1			23.5	
Queue Length 50th (ft)		21			75	0		142			606	
Queue Length 95th (ft)		73			138	2		244			#1155	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		300			215	219		1204			1287	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.47	0.11		0.43			0.88	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 116.9	
Natural Cycle: 100	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	452	21	18	1012	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1826	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	476	22	19	1065	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	29	6	69	110	21	101	62	1175	53	42	1261	60
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	475	103	1135	1530	288	1411	41	1592	72	15	1708	81
Grp Volume(v), veh/h	83	0	0	101	0	25	521	0	0	1135	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1705	0	0	1804	0	0
Q Serve(g_s), s	5.6	0.0	0.0	6.4	0.0	2.0	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.4	0.0	2.0	12.3	0.0	0.0	50.8	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.04		0.04	0.02		0.04
Lane Grp Cap(c), veh/h	105	0	0	130	0	101	1291	0	0	1364	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.77	0.00	0.25	0.40	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	235	0	0	203	0	158	1291	0	0	1364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.9	0.0	0.0	53.1	0.0	51.1	5.6	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	9.4	0.0	1.3	0.9	0.0	0.0	6.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	3.5	0.0	0.8	6.4	0.0	0.0	27.2	0.0	0.0
LnGrp Delay(d),s/veh	58.9	0.0	0.0	62.5	0.0	52.3	6.5	0.0	0.0	16.7	0.0	0.0
LnGrp LOS	E			E		D	A			B		
Approach Vol, veh/h		83			126			521			1135	
Approach Delay, s/veh		58.9			60.5			6.5			16.7	
Approach LOS		E			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		91.0		12.1		91.0		13.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		86.0		16.0		86.0		13.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		8.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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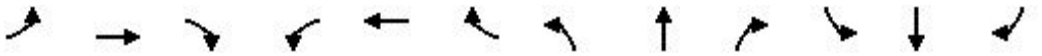

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	269	458	107	69	100	144	104	99	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1699	0	1604	1749	1538	1645	1532	0	1678	1611	0
Flt Permitted	0.481			0.230			0.515			0.346		
Satd. Flow (perm)	773	1699	0	385	1749	1462	875	1532	0	604	1611	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	292	498	116	75	109	157	113	108	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	292	498	116	75	266	0	113	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	18.0	10.0	22.0		18.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.82		0.84	0.78	0.16	0.23	0.74		0.33	0.53	
Control Delay	29.2	45.7		47.7	37.0	3.5	21.2	47.4		21.8	27.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.2	45.7		47.7	37.0	3.5	21.2	47.4		21.8	27.3	
Queue Length 50th (ft)	27	192		135	263	6	26	137		40	101	
Queue Length 95th (ft)	61	314		#302	435	24	65	#307		91	222	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	464	874		348	796	884	393	388		459	591	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.84	0.63	0.13	0.19	0.69		0.25	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	269	458	107	69	100	144	104	99	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.98		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	292	498	116	75	109	157	113	108	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	327	361	61	398	570	597	272	140	202	294	156	242
Arrive On Green	0.13	0.27	0.27	0.18	0.31	0.31	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1654	1355	228	1723	1810	1514	1706	655	943	1741	637	991
Grp Volume(v), veh/h	61	0	368	292	498	116	75	0	266	113	0	276
Grp Sat Flow(s),veh/h/ln	1654	0	1583	1723	1810	1514	1706	0	1598	1741	0	1628
Q Serve(g_s), s	0.0	0.0	16.7	11.2	19.6	1.8	2.6	0.0	11.8	3.7	0.0	11.6
Cycle Q Clear(g_c), s	0.0	0.0	16.7	11.2	19.6	1.8	2.6	0.0	11.8	3.7	0.0	11.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.61
Lane Grp Cap(c), veh/h	327	0	422	398	570	597	272	0	342	294	0	398
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.28	0.00	0.78	0.38	0.00	0.69
Avail Cap(c_a), veh/h	555	0	945	438	960	924	416	0	466	572	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	26.4	24.2	24.4	4.7	22.1	0.0	27.9	21.2	0.0	25.9
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.6	2.4	0.1	0.2	0.0	3.7	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.5	5.8	10.1	0.9	1.2	0.0	5.5	1.8	0.0	5.3
LnGrp Delay(d),s/veh	28.4	0.0	28.6	28.8	26.8	4.8	22.3	0.0	31.7	21.5	0.0	26.7
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			906			341			389	
Approach Delay, s/veh		28.6			24.7			29.6			25.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	25.1	8.6	23.4	14.6	28.7	10.9	21.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	13.2	18.7	4.6	13.6	2.0	21.6	5.7	13.8
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	160	60	292	358	186	865	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.088			0.502		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	166	1731	1607	907	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			186			382		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	186	70	340	416	216	1006	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	186	70	340	416	216	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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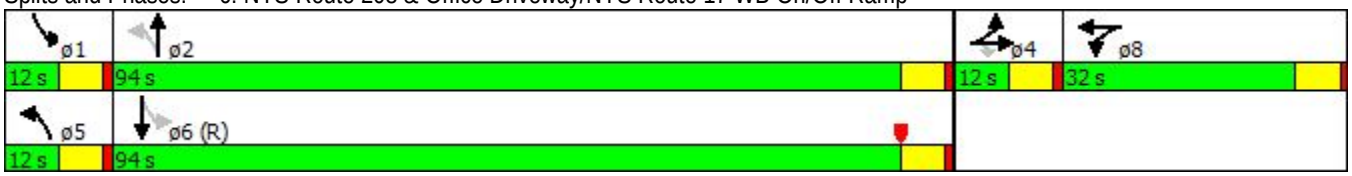
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0	6.0	26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.39	0.15	0.67	0.15	0.12	0.36	0.31	0.26	0.31	0.97	
Control Delay		86.9	1.9	75.9	58.7	0.1	19.3	21.0	0.2	9.2	38.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	19.3	21.0	0.2	9.2	38.6	
Queue Length 50th (ft)		25	0	149	30	0	31	156	0	74	861	
Queue Length 95th (ft)		58	0	208	61	0	m42	m207	m0	m93	m#1227	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	193	1098	1607	700	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.12	0.36	0.31	0.26	0.31	0.97	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	160	60	292	358	186	865	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	340	0	216	1006	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	418	1088	943	613	1018	37
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1700	63
Grp Volume(v), veh/h	26	0	24	157	34	0	70	340	0	216	0	1043
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1762
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.9	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.9	0.0	6.0	0.0	0.0
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	418	1088	943	613	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.17	0.31	0.00	0.35	0.00	0.99
Avail Cap(c_a), veh/h	72	0	63	334	326	277	441	1088	943	613	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.41	0.41	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	11.6	15.7	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	0.1	0.3	0.0	0.3	0.0	24.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.2	7.2	0.0	3.8	0.0	7.3
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	11.7	16.0	0.0	14.9	0.0	24.9
LnGrp LOS	E		E	E	E		B	B		B		C
Approach Vol, veh/h		50			191			410			1259	
Approach Delay, s/veh		77.0			66.1			15.3			23.2	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.9		4.3	4.3	2.0		14.8
Green Ext Time (p_c), s	0.0	11.4		0.0	0.0	11.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	483	1139	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.964		
Satd. Flow (perm)	1877	0	0	1746	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	519	1225	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	533	1230	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.27			0.39	0.89	
Control Delay	21.5			3.5	16.2	
Queue Delay	0.0			0.0	0.6	
Total Delay	21.5			3.5	16.8	
Queue Length 50th (ft)	7			54	283	
Queue Length 95th (ft)	43			103	#724	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	435			1575	1600	
Starvation Cap Reductn	0			0	110	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.12			0.34	0.83	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 77.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	483	1139	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	519	1225	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	27	76	68	1424	1439	6
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	440	1227	16	1809	1827	7
Grp Volume(v), veh/h	54	0	533	0	0	1230
Grp Sat Flow(s),veh/h/ln	1699	0	1824	0	0	1835
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	28.7
Cycle Q Clear(g_c), s	2.0	0.0	5.6	0.0	0.0	28.7
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	105	0	1492	0	0	1445
V/C Ratio(X)	0.51	0.00	0.36	0.00	0.00	0.85
Avail Cap(c_a), veh/h	409	0	2056	0	0	2043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	2.1	0.0	0.0	4.5
Incr Delay (d2), s/veh	3.8	0.0	0.1	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.9	0.0	0.0	15.0
LnGrp Delay(d),s/veh	34.0	0.0	2.2	0.0	0.0	7.1
LnGrp LOS	C		A			A
Approach Vol, veh/h	54			533	1230	
Approach Delay, s/veh	34.0			2.2	7.1	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				57.3		9.1		57.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.6		4.0		30.7
Green Ext Time (p_c), s				25.5		0.1		21.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	558	1303	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.997		
Satd. Flow (perm)	1603	0	0	1803	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	88					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	600	1401	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	602	1402	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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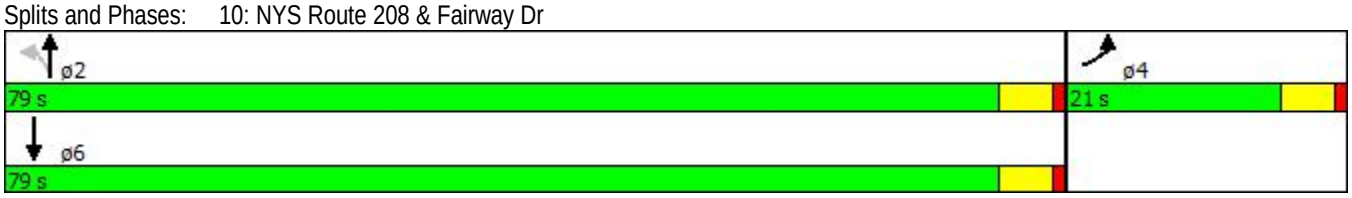
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.40	0.92	
Control Delay	0.0			2.9	17.8	
Queue Delay	0.0			0.0	1.3	
Total Delay	0.0			2.9	19.1	
Queue Length 50th (ft)	0			60	388	
Queue Length 95th (ft)	0			90	#1012	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	358			1490	1525	
Starvation Cap Reductn	0			0	36	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.40	0.94	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	558	1303	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	600	1401	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	43	46	1488	1521	1
Arrive On Green	0.00	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	0	852	1	1805	1844	1
Grp Volume(v), veh/h	0	2	602	0	0	1402
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	44.3
Cycle Q Clear(g_c), s	0.0	0.1	7.0	0.0	0.0	44.3
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	85	1534	0	0	1522
V/C Ratio(X)	0.00	0.02	0.39	0.00	0.00	0.92
Avail Cap(c_a), veh/h	0	341	1715	0	0	1708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.1	1.8	0.0	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.4	0.0	0.0	24.8
LnGrp Delay(d),s/veh	0.0	36.2	2.0	0.0	0.0	13.2
LnGrp LOS		D	A			B
Approach Vol, veh/h	2			602	1402	
Approach Delay, s/veh	36.2			2.0	13.2	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.9		9.0		70.9		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		9.0		2.1		46.3		
Green Ext Time (p_c), s		32.8		0.0		19.6		

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	491	1053	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1745	0
Flt Permitted	0.985			0.982		
Satd. Flow (perm)	1623	0	0	1728	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	522	1120	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	531	1126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.20			0.42	0.88	
Control Delay	21.8			4.1	15.3	
Queue Delay	0.0			0.1	0.0	
Total Delay	21.8			4.2	15.3	
Queue Length 50th (ft)	4			53	221	
Queue Length 95th (ft)	36			102	483	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	442			1636	1652	
Starvation Cap Reductn	0			354	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.41	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 66.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	491	1053	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1821	1807	1881
Adj Flow Rate, veh/h	11	26	9	522	1120	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	32	76	69	1361	1365	7
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	467	1104	8	1791	1796	10
Grp Volume(v), veh/h	38	0	531	0	0	1126
Grp Sat Flow(s),veh/h/ln	1614	0	1799	0	0	1806
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	23.2
Cycle Q Clear(g_c), s	1.3	0.0	5.8	0.0	0.0	23.2
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	111	0	1430	0	0	1373
V/C Ratio(X)	0.34	0.00	0.37	0.00	0.00	0.82
Avail Cap(c_a), veh/h	442	0	2313	0	0	2289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	2.4	0.0	0.0	4.5
Incr Delay (d2), s/veh	1.8	0.0	0.2	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.9	0.0	0.0	11.4
LnGrp Delay(d),s/veh	27.8	0.0	2.5	0.0	0.0	5.7
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			531	1126	
Approach Delay, s/veh	27.8			2.5	5.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.4		9.0		49.4
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.8		3.3		25.2
Green Ext Time (p_c), s				20.8		0.0		19.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	498	2	2	1051
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					0.999
Satd. Flow (perm)	1673	0	1764	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	530	2	2	1118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	532	0	0	1120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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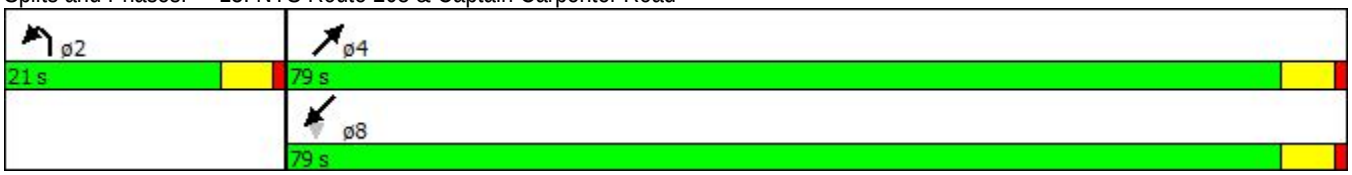
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.41			0.87
Control Delay	33.1		3.9			14.6
Queue Delay	0.0		0.0			0.1
Total Delay	33.1		3.9			14.6
Queue Length 50th (ft)	4		53			214
Queue Length 95th (ft)	24		91			426
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	450		1693			1686
Starvation Cap Reductn	0		0			38
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.31			0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 64.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	498	2	2	1051
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	530	2	2	1118
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	98	18	1375	5	63	1374
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1409	256	1819	7	0	1817
Grp Volume(v), veh/h	14	0	0	532	1120	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.4	0.0	0.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	5.8	22.5	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	125	0	0	1380	1437	0
V/C Ratio(X)	0.11	0.00	0.00	0.39	0.78	0.00
Avail Cap(c_a), veh/h	500	0	0	2355	2405	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	2.4	4.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.9	11.0	0.0
LnGrp Delay(d),s/veh	25.4	0.0	0.0	2.6	5.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		532			1120
Approach Delay, s/veh	25.4		2.6			5.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		48.4				48.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		7.8				24.5
Green Ext Time (p_c), s		0.0		20.4				18.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	500	1051	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	153					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	526	1106	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	526	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.00			0.42	0.86	
Control Delay	0.0			3.9	13.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			3.9	13.5	
Queue Length 50th (ft)	0			50	194	
Queue Length 95th (ft)	0			76	335	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	577			1701	1736	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.31	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 59.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	500	1051	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	526	1106	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	62	0	1354	1378	2
Arrive On Green	0.00	0.07	0.00	0.75	0.75	0.75
Sat Flow, veh/h	0	864	0	1809	1841	3
Grp Volume(v), veh/h	0	2	0	526	0	1108
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	5.7	0.0	21.1
Cycle Q Clear(g_c), s	0.0	0.1	0.0	5.7	0.0	21.1
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	124	0	1354	0	1381
V/C Ratio(X)	0.00	0.02	0.00	0.39	0.00	0.80
Avail Cap(c_a), veh/h	0	497	0	2405	0	2453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.0	0.0	2.5	0.0	4.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.8	0.0	10.6
LnGrp Delay(d),s/veh	0.0	24.0	0.0	2.7	0.0	5.5
LnGrp LOS		C		A		A
Approach Vol, veh/h	2			526	1108	
Approach Delay, s/veh	24.0			2.7	5.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				46.7		9.0		46.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.7		2.1		23.1
Green Ext Time (p_c), s				19.8		0.0		18.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	495	5	7	1040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1761	0	0	1762
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1761	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	562	6	8	1182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	568	0	0	1190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.23		0.42			0.89
Control Delay	24.8		3.8			16.0
Queue Delay	0.0		0.0			1.6
Total Delay	24.8		3.8			17.6
Queue Length 50th (ft)	7		60			266
Queue Length 95th (ft)	38		109			547
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	386		1619			1614
Starvation Cap Reductn	0		0			246
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.10		0.35			0.87

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 74.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	495	5	7	1040
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1822
Adj Flow Rate, veh/h	15	25	562	6	8	1182
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	38	63	1404	15	60	1415
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	602	1003	1801	19	3	1815
Grp Volume(v), veh/h	41	0	0	568	1190	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1821	1818	0
Q Serve(g_s), s	1.5	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	6.3	26.3	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	104	0	0	1419	1475	0
V/C Ratio(X)	0.40	0.00	0.00	0.40	0.81	0.00
Avail Cap(c_a), veh/h	415	0	0	2122	2172	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	2.2	4.4	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	3.1	13.2	0.0
LnGrp Delay(d),s/veh	31.0	0.0	0.0	2.4	5.9	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		568			1190
Approach Delay, s/veh	31.0		2.4			5.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		54.5				54.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.5		8.3				28.3
Green Ext Time (p_c), s		0.0		24.0				21.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	506	10	3	1020	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.756			0.803			0.999			0.999	
Satd. Flow (perm)	0	1394	0	0	1390	0	0	1818	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	544	11	3	1097	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	556	0	0	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.06			0.23			0.44			0.87	
Control Delay		9.3			24.1			4.6			14.6	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		9.3			24.1			4.8			14.6	
Queue Length 50th (ft)		0			6			57			202	
Queue Length 95th (ft)		10			44			115			437	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		420			419			1741			1747	
Starvation Cap Reductn		0			0			499			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.10			0.45			0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 60.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	506	10	3	1020	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	544	11	3	1097	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	197	11	21	161	8	39	64	1339	27	65	1367	4
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1138	161	289	806	114	546	0	1781	36	1	1820	5
Grp Volume(v), veh/h	11	0	0	43	0	0	556	0	0	1103	0	0
Grp Sat Flow(s),veh/h/ln	1588	0	0	1466	0	0	1818	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.5	0.0	0.0	6.2	0.0	0.0	21.3	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	229	0	0	208	0	0	1430	0	0	1436	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.21	0.00	0.00	0.39	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	537	0	0	514	0	0	2448	0	0	2460	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	25.0	0.0	0.0	2.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.0	0.0	3.0	0.0	0.0	10.5	0.0	0.0
LnGrp Delay(d),s/veh	24.5	0.0	0.0	25.5	0.0	0.0	2.7	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			556			1103	
Approach Delay, s/veh		24.5			25.5			2.7			5.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		47.3		9.0		47.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.5		8.2		2.3		23.3
Green Ext Time (p_c), s		0.1		20.3		0.1		19.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	439	17	5	816	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1739	0
Flt Permitted		0.863			0.850			0.901			0.998	
Satd. Flow (perm)	0	1602	0	0	1688	0	0	1596	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	467	18	5	868	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	525	0	0	967	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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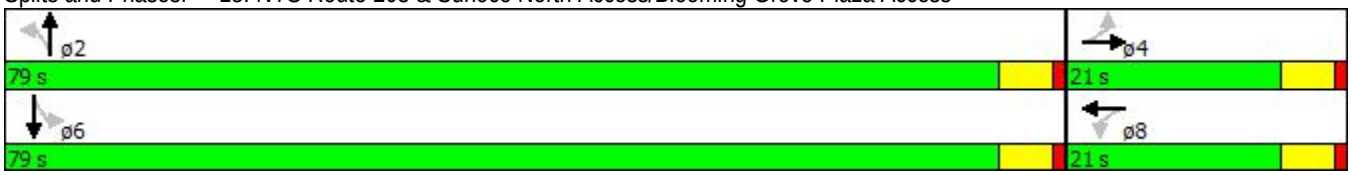
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.13			0.03			0.50			0.84	
Control Delay		19.7			23.3			5.7			14.1	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		19.7			23.3			5.8			14.6	
Queue Length 50th (ft)		3			1			53			146	
Queue Length 95th (ft)		29			12			109			321	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		554			574			1592			1732	
Starvation Cap Reductn		0			0			124			351	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.36			0.70	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 50.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	439	17	5	816	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	467	18	5	868	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	150	26	72	158	54	48	124	1111	41	78	1133	122
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	483	309	849	500	631	565	59	1583	58	2	1615	174
Grp Volume(v), veh/h	29	0	0	6	0	0	525	0	0	967	0	0
Grp Sat Flow(s),veh/h/ln	1641	0	0	1696	0	0	1701	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.6	0.0	0.0	16.4	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.03	0.01		0.10
Lane Grp Cap(c), veh/h	248	0	0	260	0	0	1276	0	0	1333	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.02	0.00	0.00	0.41	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	655	0	0	669	0	0	2650	0	0	2895	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	19.7	0.0	0.0	2.9	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	2.8	0.0	0.0	8.1	0.0	0.0
LnGrp Delay(d),s/veh	20.2	0.0	0.0	19.7	0.0	0.0	3.1	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			B			A			A		
Approach Vol, veh/h		29			6			525			967	
Approach Delay, s/veh		20.2			19.7			3.1			5.3	
Approach LOS		C			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.9		9.0		37.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.6		2.7		18.4		2.1
Green Ext Time (p_c), s		14.9		0.1		14.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	467	28	16	1089
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.463	
Satd. Flow (perm)	1683	0	1790	1319	740	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	502	30	17	1171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	502	30	17	1171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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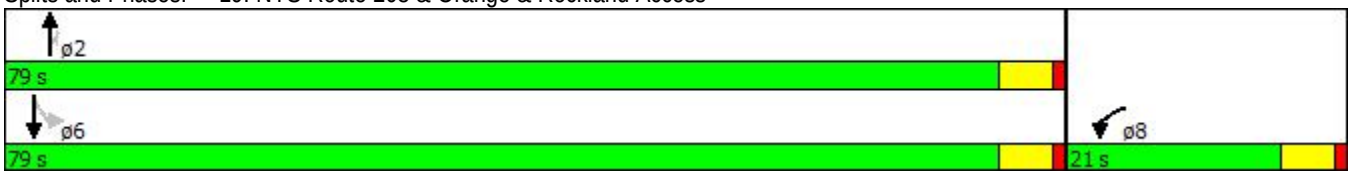
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.21		0.39	0.03	0.03	0.88
Control Delay	26.8		4.0	0.9	2.3	15.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.8		4.0	0.9	2.3	15.2
Queue Length 50th (ft)	9		51	0	1	237
Queue Length 95th (ft)	47		98	5	5	502
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	459		1697	1252	702	1749
Starvation Cap Reductn	0		0	0	0	22
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.30	0.02	0.02	0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	467	28	16	1089
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	502	30	17	1171
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	61	40	1365	1005	621	1406
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	904	591	1790	1319	746	1845
Grp Volume(v), veh/h	44	0	502	30	17	1171
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	746	1845
Q Serve(g_s), s	1.6	0.0	5.5	0.3	0.5	24.3
Cycle Q Clear(g_c), s	1.6	0.0	5.5	0.3	5.9	24.3
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	104	0	1365	1005	621	1406
V/C Ratio(X)	0.42	0.00	0.37	0.03	0.03	0.83
Avail Cap(c_a), veh/h	416	0	2251	1658	990	2320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	2.3	1.7	3.3	4.6
Incr Delay (d2), s/veh	2.7	0.0	0.2	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.7	0.1	0.1	12.3
LnGrp Delay(d),s/veh	29.0	0.0	2.5	1.7	3.3	6.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		532			1188
Approach Delay, s/veh	29.0		2.4			5.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		49.9				49.9		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.5				26.3		3.6
Green Ext Time (p_c), s		20.2				18.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	323	129	0	603	306	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.953	
Satd. Flow (prot)	1775	1546	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1775	1546	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	376	150	0	701	356	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	150	0	701	357	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	526	701	357
Demand Flow Rate, veh/h	549	729	375
Vehicles Circulating, veh/h	0	374	391
Vehicles Exiting, veh/h	1103	392	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.8	20.0	8.9
Approach LOS	A	C	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	391	157	729	375
Cap Entry Lane, veh/h	1379	1379	942	925
Entry HV Adj Factor	0.962	0.952	0.962	0.952
Flow Entry, veh/h	376	150	701	357
Cap Entry, veh/h	1326	1314	905	881
V/C Ratio	0.283	0.114	0.774	0.405
Control Delay, s/veh	5.2	3.7	20.0	8.9
LOS	A	A	C	A
95th %tile Queue, veh	1	0	8	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	150	435	113	170	1091
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.938		0.969			
Flt Protected	0.971					0.993
Satd. Flow (prot)	3456	0	3411	0	0	3242
Flt Permitted	0.971					0.993
Satd. Flow (perm)	3456	0	3411	0	0	3242
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			569
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	161	468	122	183	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	590	0	0	1356
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	391	590	1356
Demand Flow Rate, veh/h	399	611	1407
Vehicles Circulating, veh/h	487	187	235
Vehicles Exiting, veh/h	311	1455	651
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.6	5.8	12.6
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	211	188	287	324	661	746
Cap Entry Lane, veh/h	861	899	1135	1154	1086	1109
Entry HV Adj Factor	0.982	0.978	0.967	0.966	0.964	0.963
Flow Entry, veh/h	207	184	277	313	637	719
Cap Entry, veh/h	846	879	1097	1114	1047	1068
V/C Ratio	0.245	0.209	0.253	0.281	0.609	0.673
Control Delay, s/veh	6.9	6.2	5.7	5.9	11.7	13.4
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	5

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	242	32	433	75	146	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	281	37	503	87	170	913
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	503	87	0	1083
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	318	590	1083
Demand Flow Rate, veh/h	325	612	1123
Vehicles Circulating, veh/h	523	173	287
Vehicles Exiting, veh/h	173	1237	561
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	7.5	10.3
Approach LOS	A	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	325	523	89	528	595
Cap Entry Lane, veh/h	809	1156	1160	1035	1062
Entry HV Adj Factor	0.978	0.962	0.980	0.964	0.965
Flow Entry, veh/h	318	503	87	509	574
Cap Entry, veh/h	791	1112	1137	998	1025
V/C Ratio	0.402	0.452	0.076	0.510	0.560
Control Delay, s/veh	9.6	8.1	3.8	9.8	10.7
LOS	A	A	A	A	B
95th %tile Queue, veh	2	2	0	3	4

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	679	379	1	390	239	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1701	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	67					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	722	403	1	415	254	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1125	0	0	416	255	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.92			0.33	0.78	
Control Delay	25.8			6.4	51.5	
Queue Delay	10.0			0.0	0.0	
Total Delay	35.8			6.4	51.5	
Queue Length 50th (ft)	449			80	138	
Queue Length 95th (ft)	#886			139	213	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1223			1242	400	
Starvation Cap Reductn	97			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.00			0.33	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	679	379	1	390	239	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	722	403	1	415	254	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	809	451	40	1316	294	1
Arrive On Green	0.72	0.72	0.72	0.72	0.16	0.16
Sat Flow, veh/h	1116	623	0	1817	1786	7
Grp Volume(v), veh/h	0	1125	416	0	256	0
Grp Sat Flow(s),veh/h/ln	0	1739	1817	0	1800	0
Q Serve(g_s), s	0.0	45.4	0.0	0.0	12.5	0.0
Cycle Q Clear(g_c), s	0.0	45.4	7.4	0.0	12.5	0.0
Prop In Lane		0.36	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1260	1357	0	296	0
V/C Ratio(X)	0.00	0.89	0.31	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1260	1357	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.7	4.4	0.0	36.6	0.0
Incr Delay (d2), s/veh	0.0	9.9	0.6	0.0	11.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.7	3.8	0.0	7.1	0.0
LnGrp Delay(d),s/veh	0.0	19.6	5.0	0.0	47.8	0.0
LnGrp LOS		B	A		D	
Approach Vol, veh/h	1125			416	256	
Approach Delay, s/veh	19.6			5.0	47.8	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.2				70.2		19.8
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		47.4				9.4		14.5
Green Ext Time (p_c), s		5.4				7.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	233	1185	227	197	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		87		83		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	253	1288	247	214	728
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	253	1288	247	214	728
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	20.0	100.0	20.0	20.0	120.0
Total Split (%)	14.3%	14.3%	71.4%	14.3%	14.3%	85.7%
Maximum Green (s)	15.0	15.0	95.0	15.0	15.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.57	1.02	0.20	0.94	0.52
Control Delay	92.4	35.0	54.6	2.1	88.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	35.0	54.6	2.1	88.2	5.3
Queue Length 50th (ft)	142	132	~1251	24	147	168
Queue Length 95th (ft)	#258	226	#1516	41	#309	229
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	448	1257	1247	228	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.56	1.02	0.20	0.94	0.52

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	233	1185	227	197	670
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	253	1288	247	214	728
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	351	1258	1262	237	1494
Arrive On Green	0.11	0.11	0.68	0.68	0.10	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	253	1288	247	214	728
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	95.4	5.4	12.5	16.7
Cycle Q Clear(g_c), s	11.5	15.0	95.4	5.4	12.5	16.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	351	1258	1262	237	1494
V/C Ratio(X)	0.79	0.72	1.02	0.20	0.90	0.49
Avail Cap(c_a), veh/h	200	351	1258	1262	242	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	51.4	22.3	3.7	53.6	3.7
Incr Delay (d2), s/veh	18.5	7.0	31.6	0.3	33.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	9.8	58.9	3.7	10.3	8.8
LnGrp Delay(d),s/veh	79.5	58.4	53.9	4.0	86.6	4.9
LnGrp LOS	E	E	F	A	F	A
Approach Vol, veh/h	410		1535			942
Approach Delay, s/veh	66.5		45.9			23.4
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.6	100.4				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	95.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	14.5	97.4				18.7		17.0
Green Ext Time (p_c), s	0.0	0.0				32.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	170	860	229	309	855
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1707	0	1853	1575	1787	1881
Flt Permitted	0.975				0.081	
Satd. Flow (perm)	1707	0	1853	1575	152	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28			122		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	177	896	239	322	891
Shared Lane Traffic (%)						
Lane Group Flow (vph)	366	0	896	239	322	891
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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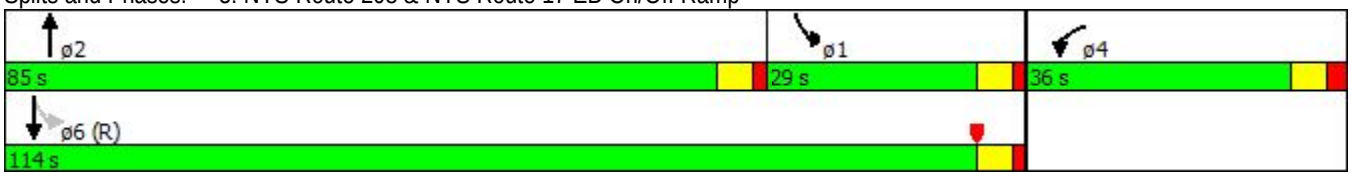
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	1.02		0.91	0.15	0.88	0.66
Control Delay	106.9		46.8	0.2	45.8	8.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	106.9		46.8	0.2	45.8	8.7
Queue Length 50th (ft)	~356		778	0	168	362
Queue Length 95th (ft)	#566		#1079	0	m144	m299
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	358		982	1575	366	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.02		0.91	0.15	0.88	0.66

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	170	860	229	309	855
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	896	0	322	891
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	377	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	896	0	322	891
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	66.0	0.0	16.3	0.0
Cycle Q Clear(g_c), s	15.7	0.0	66.0	0.0	16.3	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	377	1361
V/C Ratio(X)	0.88	0.00	0.91	0.00	0.85	0.65
Avail Cap(c_a), veh/h	351	0	982	835	377	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	64.9	0.0	32.1	0.0	45.7	0.0
Incr Delay (d2), s/veh	8.4	0.0	14.0	0.0	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	37.4	0.0	12.2	0.1
LnGrp Delay(d),s/veh	73.2	0.0	46.1	0.0	47.6	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		896			1213
Approach Delay, s/veh	73.2		46.1			12.8
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	18.3	68.0		17.7		2.0		
Green Ext Time (p_c), s	0.7	2.5		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	557	49	576	411	121	667	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.059			0.150		
Satd. Flow (perm)	0	1712	0	0	1797	1599	112	1731	1607	271	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				153			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	648	57	670	478	141	776	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	648	57	670	478	141	809	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		12.0	74.0		12.0	74.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		8.0%	49.3%		8.0%	49.3%	
Maximum Green (s)	14.0	14.0		38.0	38.0		6.0	68.0		6.0	68.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.41	0.47	0.85	0.30	0.73	1.06	
Control Delay		167.2			128.8	0.8	35.2	54.1	0.3	37.5	77.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.8	35.2	54.1	0.3	37.5	77.2	
Queue Length 50th (ft)		~222			~571	0	37	543	0	59	~894	
Queue Length 95th (ft)		#370			#743	0	m43	m620	m0	m#100	m#1044	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	122	784	1607	193	766	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.41	0.47	0.85	0.30	0.73	1.06	

Intersection Summary

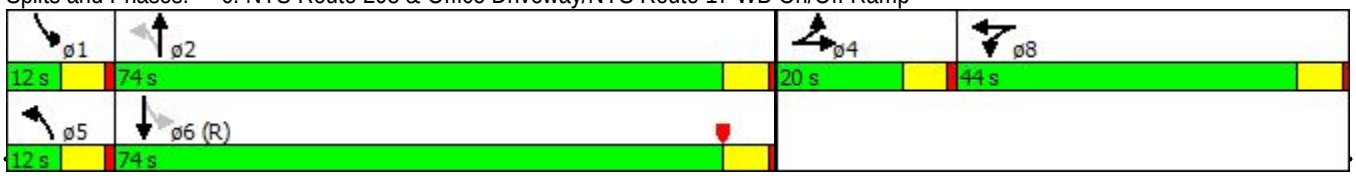
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	557	49	576	411	121	667	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	670	0	141	776	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	117	841	729	224	779	33
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.45	0.00	0.08	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1674	71
Grp Volume(v), veh/h	213	0	0	509	0	0	57	670	0	141	0	809
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	46.4	0.0	6.0	0.0	65.6
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	46.4	0.0	6.0	0.0	65.6
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	117	841	729	224	0	813
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.49	0.80	0.00	0.63	0.00	1.00
Avail Cap(c_a), veh/h	158	0	0	455	0	405	139	841	729	224	0	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.29	0.29	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.6	35.1	0.0	33.0	0.0	5.0
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	0.9	2.4	0.0	5.6	0.0	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	24.2	0.0	3.6	0.0	32.9
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	36.5	37.5	0.0	38.6	0.0	35.5
LnGrp LOS	F			F			D	D		D		D
Approach Vol, veh/h		213			509			727			950	
Approach Delay, s/veh		261.5			133.7			37.4			36.0	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	74.0		20.0	10.1	75.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	68.0		14.0	6.0	68.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	48.4		16.0	4.5	67.6		40.0
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.1
HCM 2010 LOS	E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1320	780	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1679	0	1635	1463
Flt Permitted	0.318				0.950	
Satd. Flow (perm)	550	1697	1679	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1419	839	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1419	848	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.22	0.93	0.56		0.09	0.34
Control Delay	2.5	19.2	3.6		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.5	19.2	3.6		46.0	21.9
Queue Length 50th (ft)	9	544	107		5	0
Queue Length 95th (ft)	23	#1211	200		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	491	1517	1501		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.22	0.94	0.56		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1320	780	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1419	839	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	538	1520	1487	16	60	53
Arrive On Green	0.84	0.84	0.84	0.84	0.03	0.03
Sat Flow, veh/h	644	1818	1779	19	1756	1568
Grp Volume(v), veh/h	109	1419	0	848	8	41
Grp Sat Flow(s),veh/h/ln	644	1818	0	1798	1756	1568
Q Serve(g_s), s	4.9	44.8	0.0	11.3	0.3	2.0
Cycle Q Clear(g_c), s	16.1	44.8	0.0	11.3	0.3	2.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	538	1520	0	1503	60	53
V/C Ratio(X)	0.20	0.93	0.00	0.56	0.13	0.77
Avail Cap(c_a), veh/h	695	1963	0	1942	160	143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.5	4.7	0.0	2.0	36.0	36.8
Incr Delay (d2), s/veh	0.1	6.7	0.0	0.1	0.4	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	24.1	0.0	5.5	0.2	1.0
LnGrp Delay(d),s/veh	4.5	11.4	0.0	2.1	36.4	45.3
LnGrp LOS	A	B		A	D	D
Approach Vol, veh/h		1528	848		49	
Approach Delay, s/veh		10.9	2.1		43.9	
Approach LOS		B	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		69.2		7.6		69.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		46.8		4.0		13.3		
Green Ext Time (p_c), s		17.4		0.0		21.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1157	760	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1770	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1258	826	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1276	893	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.98	0.67	
Control Delay	120.3			29.3	12.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			29.3	12.2	
Queue Length 50th (ft)	~334			390	385	
Queue Length 95th (ft)	#535			m#1515	516	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1335	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.98	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1157	760	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1258	826	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1340	1272	103
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	13	1779	1689	137
Grp Volume(v), veh/h	320	0	1276	0	0	893
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1826
Q Serve(g_s), s	27.0	0.0	37.4	0.0	0.0	35.4
Cycle Q Clear(g_c), s	27.0	0.0	90.5	0.0	0.0	35.4
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.93	0.00	0.00	0.65
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	15.5	0.0	0.0	8.9
Incr Delay (d2), s/veh	57.7	0.0	11.0	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	48.2	0.0	0.0	18.5
LnGrp Delay(d),s/veh	119.3	0.0	26.5	0.0	0.0	11.3
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1276	893	
Approach Delay, s/veh	119.3			26.5	11.3	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		92.5		29.0		37.4		
Green Ext Time (p_c), s		9.7		0.0		13.2		

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1149	120	30	700	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1749	0
Flt Permitted		0.977			0.963			0.966			0.900	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1578	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1235	129	32	753	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1398	0	0	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		1.02			0.64	
Control Delay		60.0			78.5	2.2		46.3			10.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		46.3			10.5	
Queue Length 50th (ft)		44			60	0		~1426			317	
Queue Length 95th (ft)		97			116	3		#1778			509	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1277	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		1.02			0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1149	120	30	700	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1235	129	32	753	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	49	1242	128	50	1038	39
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	28	1574	163	29	1316	50
Grp Volume(v), veh/h	72	0	0	67	0	22	1398	0	0	814	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1395	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	70.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	108.0	0.0	0.0	23.5	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1128	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.98	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1128	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	14.1	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	20.6	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	60.5	0.0	0.0	12.8	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	34.7	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1398			814	
Approach Delay, s/veh		69.7			72.5			34.7			9.5	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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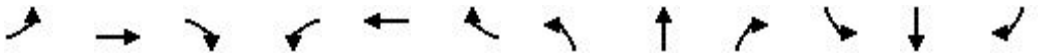

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	38	263	345	151	33	150	308	182	143	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.99	
Frt		0.983				0.850		0.899			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1710	0	1604	1749	1538	1645	1507	0	1678	1716	0
Flt Permitted	0.243			0.264			0.605			0.216		
Satd. Flow (perm)	392	1710	0	441	1749	1464	1031	1507	0	379	1716	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				135					21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	41	286	375	164	36	163	335	198	155	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	371	0	286	375	164	36	498	0	198	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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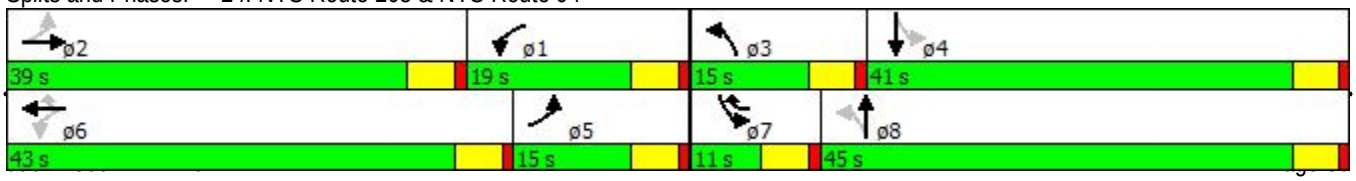
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.93	0.66	0.25	0.08	0.90		0.79	0.31	
Control Delay	23.0	54.1		71.3	38.2	4.8	17.2	53.7		45.9	22.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.0	54.1		71.3	38.2	4.8	17.2	53.7		45.9	22.5	
Queue Length 50th (ft)	18	239		133	244	9	13	315		78	97	
Queue Length 95th (ft)	39	353		#255	341	40	34	#565		#208	180	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	279	598		355	682	652	545	615		251	733	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.62		0.81	0.55	0.25	0.07	0.81		0.79	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 100.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	38	263	345	151	33	150	308	182	143	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	41	286	375	164	36	163	335	198	155	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	357	363	45	317	431	454	428	177	363	217	453	205
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1417	176	1723	1810	1506	1706	519	1066	1741	1188	537
Grp Volume(v), veh/h	45	0	371	286	375	164	36	0	498	198	0	225
Grp Sat Flow(s),veh/h/ln	1654	0	1593	1723	1810	1506	1706	0	1585	1741	0	1725
Q Serve(g_s), s	0.0	0.0	21.8	10.8	19.2	4.6	1.3	0.0	29.1	6.0	0.0	8.9
Cycle Q Clear(g_c), s	0.0	0.0	21.8	10.8	19.2	4.6	1.3	0.0	29.1	6.0	0.0	8.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.67	1.00		0.31
Lane Grp Cap(c), veh/h	357	0	408	317	431	454	428	0	540	217	0	658
V/C Ratio(X)	0.13	0.00	0.91	0.90	0.87	0.36	0.08	0.00	0.92	0.91	0.00	0.34
Avail Cap(c_a), veh/h	357	0	562	337	713	689	569	0	657	217	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	34.8	39.2	35.3	10.6	20.2	0.0	30.6	27.8	0.0	21.2
Incr Delay (d2), s/veh	0.1	0.0	12.6	24.3	3.4	0.2	0.0	0.0	15.3	37.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	11.0	9.6	10.0	2.1	0.6	0.0	15.0	4.6	0.0	4.3
LnGrp Delay(d),s/veh	33.4	0.0	47.3	63.6	38.7	10.7	20.2	0.0	45.9	65.3	0.0	21.3
LnGrp LOS	C		D	E	D	B	C		D	E		C
Approach Vol, veh/h		416			825			534			423	
Approach Delay, s/veh		45.8			41.7			44.1			41.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	29.7	7.1	41.8	19.6	28.0	11.0	37.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.8	23.8	3.3	10.9	2.0	21.2	8.0	31.1
Green Ext Time (p_c), s	0.1	0.9	0.0	2.9	0.4	1.8	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	557	49	576	411	121	667	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.066			0.165		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	125	1731	1607	298	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			508			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	648	57	670	478	141	776	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	648	57	670	478	141	809	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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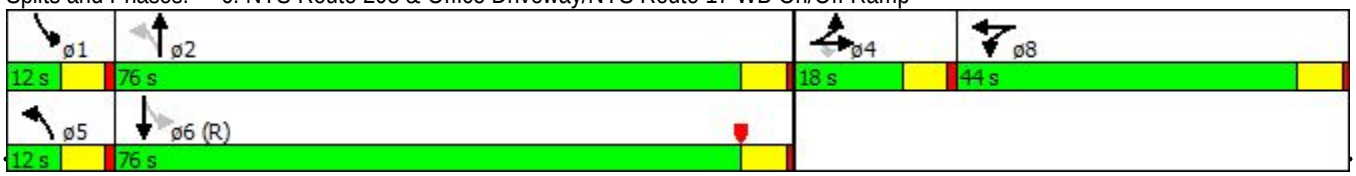
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	18.0	44.0	44.0		12.0	76.0		12.0	76.0	
Total Split (%)	12.0%	12.0%	12.0%	29.3%	29.3%		8.0%	50.7%		8.0%	50.7%	
Maximum Green (s)	12.0	12.0	12.0	38.0	38.0		6.0	70.0		6.0	70.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.79	0.48	0.99	0.06	0.41	0.44	0.83	0.30	0.67	1.03	
Control Delay		104.7	17.6	93.2	43.0	0.8	32.2	51.5	0.3	31.1	67.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		104.7	17.6	93.2	43.0	0.8	32.2	51.5	0.3	31.1	67.6	
Queue Length 50th (ft)		105	0	~482	21	0	37	532	0	58	~871	
Queue Length 95th (ft)		#188	50	#665	46	0	m43	m614	m0	m91	m#1021	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		144	226	484	485	1599	130	807	1607	209	787	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75	0.46	0.99	0.06	0.41	0.44	0.83	0.30	0.67	1.03	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	557	49	576	411	121	667	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	670	0	141	776	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	88	54	125	478	477	405	245	865	750	239	802	34
Arrive On Green	0.09	0.08	0.08	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.96	0.96
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1674	71
Grp Volume(v), veh/h	108	0	105	481	28	0	57	670	0	141	0	809
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	45.3	0.0	6.0	0.0	39.3
Cycle Q Clear(g_c), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	45.3	0.0	6.0	0.0	39.3
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	142	0	125	478	477	405	245	865	750	239	0	837
V/C Ratio(X)	0.76	0.00	0.84	1.01	0.06	0.00	0.23	0.77	0.00	0.59	0.00	0.97
Avail Cap(c_a), veh/h	145	0	127	478	477	405	268	865	750	239	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.29	0.29	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	68.2	55.0	42.4	0.0	24.9	33.4	0.0	30.8	0.0	2.4
Incr Delay (d2), s/veh	18.2	0.0	35.2	42.8	0.0	0.0	0.1	2.0	0.0	3.8	0.0	24.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.5	25.5	0.9	0.0	1.2	23.6	0.0	2.8	0.0	18.6
LnGrp Delay(d),s/veh	85.3	0.0	103.3	97.9	42.5	0.0	25.1	35.4	0.0	34.5	0.0	26.5
LnGrp LOS	F		F	F	D		C	D		C		C
Approach Vol, veh/h		213			509			727			950	
Approach Delay, s/veh		94.2			94.8			34.6			27.7	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	76.0		17.8	10.1	77.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	70.0		12.0	6.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	47.3		11.8	4.5	41.3		42.0
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	9.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1294	770	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.966		
Satd. Flow (perm)	1875	0	0	1749	1757	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1407	837	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1444	846	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	14.0		86.0	86.0	86.0	
Total Split (%)	14.0%		86.0%	86.0%	86.0%	
Maximum Green (s)	9.0		81.0	81.0	81.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.20			0.99	0.58	
Control Delay	25.3			31.6	4.6	
Queue Delay	0.0			12.9	0.7	
Total Delay	25.3			44.5	5.2	
Queue Length 50th (ft)	4			568	111	
Queue Length 95th (ft)	32			#1217	202	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	192			1456	1463	
Starvation Cap Reductn	0			63	291	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.15			1.04	0.72	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 97.3	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1294	770	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1819	1910
Adj Flow Rate, veh/h	7	21	37	1407	837	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	18	55	64	1518	1518	16
Arrive On Green	0.04	0.04	0.84	0.84	0.84	0.84
Sat Flow, veh/h	410	1231	27	1796	1796	19
Grp Volume(v), veh/h	29	0	1444	0	0	846
Grp Sat Flow(s),veh/h/ln	1700	0	1823	0	0	1816
Q Serve(g_s), s	1.5	0.0	19.4	0.0	0.0	12.2
Cycle Q Clear(g_c), s	1.5	0.0	50.9	0.0	0.0	12.2
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	75	0	1581	0	0	1534
V/C Ratio(X)	0.39	0.00	0.91	0.00	0.00	0.55
Avail Cap(c_a), veh/h	169	0	1675	0	0	1629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	4.8	0.0	0.0	2.0
Incr Delay (d2), s/veh	3.2	0.0	7.8	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	27.5	0.0	0.0	6.0
LnGrp Delay(d),s/veh	45.1	0.0	12.6	0.0	0.0	2.4
LnGrp LOS	D		B			A
Approach Vol, veh/h	29			1444	846	
Approach Delay, s/veh	45.1			12.6	2.4	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				81.3		9.0		81.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				81.0		9.0		81.0
Max Q Clear Time (g_c+I1), s				52.9		3.5		14.2
Green Ext Time (p_c), s				23.3		0.0		45.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1411	821	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1485	864	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1490	865	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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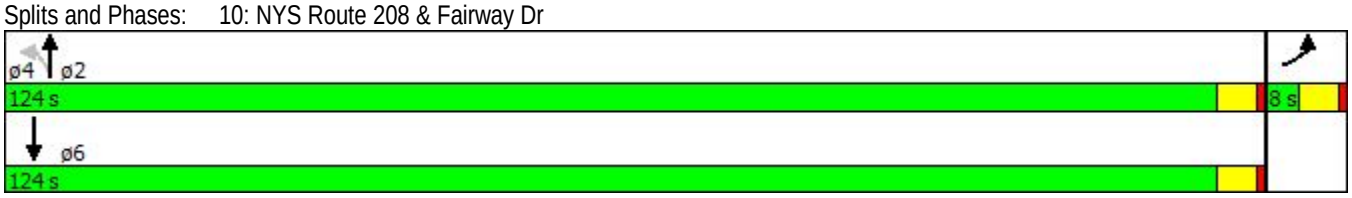
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	3.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	8.0		124.0	124.0	124.0	
Total Split (%)	6.1%		93.9%	93.9%	93.9%	
Maximum Green (s)	3.0		119.0	119.0	119.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.95	0.55	
Control Delay	54.5			19.4	2.9	
Queue Delay	0.0			0.0	0.4	
Total Delay	54.5			19.4	3.3	
Queue Length 50th (ft)	1			420	80	
Queue Length 95th (ft)	10			#964	110	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	52			1698	1719	
Starvation Cap Reductn	0			0	367	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.88	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 132	
Actuated Cycle Length: 108.5	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1411	821	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1485	864	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	15	15	33	1601	1620	2
Arrive On Green	0.03	0.03	0.89	0.89	0.89	0.89
Sat Flow, veh/h	574	574	2	1804	1825	2
Grp Volume(v), veh/h	3	0	1490	0	0	865
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	11.7
Cycle Q Clear(g_c), s	0.2	0.0	60.8	0.0	0.0	11.7
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	45	0	1634	0	0	1622
V/C Ratio(X)	0.07	0.00	0.91	0.00	0.00	0.53
Avail Cap(c_a), veh/h	45	0	1889	0	0	1882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	4.1	0.0	0.0	1.4
Incr Delay (d2), s/veh	0.6	0.0	6.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	31.5	0.0	0.0	5.6
LnGrp Delay(d),s/veh	55.5	0.0	10.7	0.0	0.0	1.7
LnGrp LOS	E		B			A
Approach Vol, veh/h	3			1490	865	
Approach Delay, s/veh	55.5			10.7	1.7	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		107.6		8.0		107.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		119.0		3.0		119.0		
Max Q Clear Time (g_c+I1), s		62.8		2.2		13.7		
Green Ext Time (p_c), s		39.8		0.0		58.2		

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1170	724	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.970		
Satd. Flow (perm)	1695	0	0	1714	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1232	762	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1265	778	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.30			0.91	0.55	
Control Delay	23.9			18.0	4.7	
Queue Delay	0.0			15.3	0.0	
Total Delay	23.9			33.3	4.7	
Queue Length 50th (ft)	7			340	99	
Queue Length 95th (ft)	40			#970	194	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	329			1410	1422	
Starvation Cap Reductn	0			166	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			1.02	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1170	724	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1792	1881
Adj Flow Rate, veh/h	13	34	33	1232	762	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	25	66	69	1426	1414	30
Arrive On Green	0.06	0.06	0.81	0.81	0.81	0.81
Sat Flow, veh/h	456	1193	24	1764	1749	37
Grp Volume(v), veh/h	48	0	1265	0	0	778
Grp Sat Flow(s),veh/h/ln	1685	0	1787	0	0	1786
Q Serve(g_s), s	2.0	0.0	3.8	0.0	0.0	10.9
Cycle Q Clear(g_c), s	2.0	0.0	32.2	0.0	0.0	10.9
Prop In Lane	0.27	0.71	0.03			0.02
Lane Grp Cap(c), veh/h	94	0	1495	0	0	1444
V/C Ratio(X)	0.51	0.00	0.85	0.00	0.00	0.54
Avail Cap(c_a), veh/h	366	0	1840	0	0	1796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	4.4	0.0	0.0	2.4
Incr Delay (d2), s/veh	4.3	0.0	3.2	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	16.4	0.0	0.0	5.3
LnGrp Delay(d),s/veh	38.0	0.0	7.6	0.0	0.0	2.7
LnGrp LOS	D		A			A
Approach Vol, veh/h	48			1265	778	
Approach Delay, s/veh	38.0			7.6	2.7	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				64.5		9.1		64.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				34.2		4.0		12.9
Green Ext Time (p_c), s				25.3		0.1		32.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1163	18	1	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1224	19	1	765
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1243	0	0	766
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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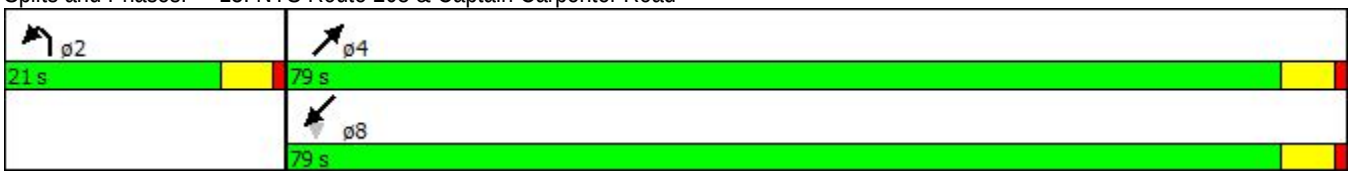
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.10		0.89			0.56
Control Delay	39.4		15.9			4.7
Queue Delay	0.0		0.0			0.3
Total Delay	39.4		15.9			5.0
Queue Length 50th (ft)	7		296			97
Queue Length 95th (ft)	26		#730			169
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	344		1575			1554
Starvation Cap Reductn	0		0			269
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.79			0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 80.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1163	18	1	727
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1827	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1224	19	1	765
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	88	7	1440	22	51	1444
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1553	119	1795	28	0	1800
Grp Volume(v), veh/h	15	0	0	1243	766	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1823	1800	0
Q Serve(g_s), s	0.6	0.0	0.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	30.0	10.4	0.0
Prop In Lane	0.87	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	101	0	0	1463	1495	0
V/C Ratio(X)	0.15	0.00	0.00	0.85	0.51	0.00
Avail Cap(c_a), veh/h	404	0	0	1901	1927	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	4.3	2.4	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	3.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	15.4	5.0	0.0
LnGrp Delay(d),s/veh	32.5	0.0	0.0	7.4	2.7	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1243			766
Approach Delay, s/veh	32.5		7.4			2.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		61.9				61.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.6		32.0				12.4
Green Ext Time (p_c), s		0.0		24.9				30.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1162	725	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1249	780	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1251	783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.89	0.55	
Control Delay	32.5			15.5	4.4	
Queue Delay	0.0			1.4	0.0	
Total Delay	32.5			16.9	4.4	
Queue Length 50th (ft)	2			295	94	
Queue Length 95th (ft)	14			#733	157	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	338			1532	1548	
Starvation Cap Reductn	0			128	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.89	0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 82.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1162	725	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1249	780	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	41	41	50	1458	1467	6
Arrive On Green	0.06	0.06	0.81	0.81	0.81	0.81
Sat Flow, veh/h	735	735	0	1808	1820	7
Grp Volume(v), veh/h	7	0	1251	0	0	783
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	10.5
Cycle Q Clear(g_c), s	0.3	0.0	31.4	0.0	0.0	10.5
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	95	0	1508	0	0	1473
V/C Ratio(X)	0.07	0.00	0.83	0.00	0.00	0.53
Avail Cap(c_a), veh/h	380	0	1900	0	0	1870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	4.4	0.0	0.0	2.4
Incr Delay (d2), s/veh	0.3	0.0	2.6	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	16.0	0.0	0.0	5.1
LnGrp Delay(d),s/veh	32.7	0.0	7.0	0.0	0.0	2.7
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1251	783	
Approach Delay, s/veh	32.7			7.0	2.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				63.3		9.0		63.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				33.4		2.3		12.5
Green Ext Time (p_c), s				24.9		0.0		31.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1149	17	20	719
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.949
Satd. Flow (perm)	1638	0	1763	0	0	1661
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1235	18	22	773
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1253	0	0	795
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.19		0.89			0.60
Control Delay	26.8		16.2			5.4
Queue Delay	0.0		0.0			1.5
Total Delay	26.8		16.2			7.0
Queue Length 50th (ft)	6		302			106
Queue Length 95th (ft)	32		#919			203
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	340		1554			1464
Starvation Cap Reductn	0		0			457
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.81			0.79

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 82.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1149	17	20	719
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1235	18	22	773
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	35	54	1450	21	67	1393
Arrive On Green	0.06	0.06	0.81	0.81	0.81	0.81
Sat Flow, veh/h	636	983	1797	26	20	1726
Grp Volume(v), veh/h	29	0	0	1253	795	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1823	1746	0
Q Serve(g_s), s	1.2	0.0	0.0	30.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	30.8	11.0	0.0
Prop In Lane	0.38	0.59		0.01	0.03	
Lane Grp Cap(c), veh/h	92	0	0	1471	1460	0
V/C Ratio(X)	0.31	0.00	0.00	0.85	0.54	0.00
Avail Cap(c_a), veh/h	369	0	0	1858	1813	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	4.3	2.4	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	3.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	16.0	5.4	0.0
LnGrp Delay(d),s/veh	34.9	0.0	0.0	7.6	2.7	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	29		1253			795
Approach Delay, s/veh	34.9		7.6			2.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		63.6				63.6
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		32.8				13.0
Green Ext Time (p_c), s		0.0		25.8				32.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1123	36	33	718	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.828			0.731			0.998			0.918	
Satd. Flow (perm)	0	1445	0	0	1361	0	0	1817	0	0	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			4			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1208	39	35	772	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1252	0	0	824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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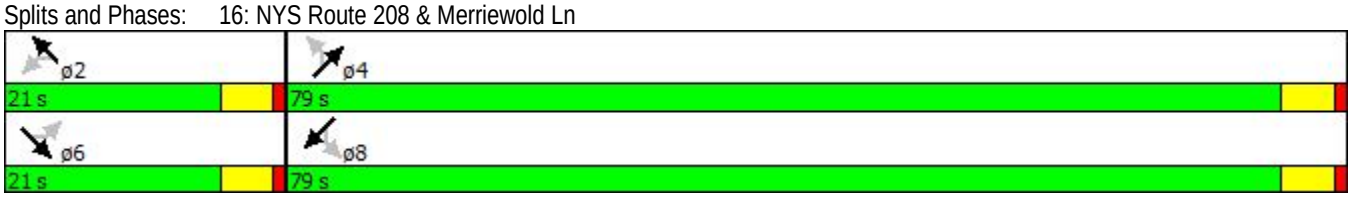
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.25			0.21			0.89			0.64	
Control Delay		26.9			39.0			16.4			6.5	
Queue Delay		0.0			0.0			2.6			0.0	
Total Delay		26.9			39.0			19.1			6.5	
Queue Length 50th (ft)		8			12			304			124	
Queue Length 95th (ft)		39			39			#712			237	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		331			298			1636			1494	
Starvation Cap Reductn		0			0			262			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.09			0.91			0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 77.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1123	36	33	718	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1208	39	35	772	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	110	6	43	157	11	10	50	1423	46	81	1321	28
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.81	0.81	0.81	0.81	0.81	0.81
Sat Flow, veh/h	680	105	785	1224	193	177	2	1757	57	37	1631	35
Grp Volume(v), veh/h	38	0	0	27	0	0	1252	0	0	824	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0	1595	0	0	1815	0	0	1703	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	0.0	0.0	31.0	0.0	0.0	11.7	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.04		0.02
Lane Grp Cap(c), veh/h	159	0	0	177	0	0	1519	0	0	1430	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.15	0.00	0.00	0.82	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	403	0	0	413	0	0	1874	0	0	1743	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	33.4	0.0	0.0	4.3	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.0	2.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.0	15.7	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	34.4	0.0	0.0	33.8	0.0	0.0	6.9	0.0	0.0	2.8	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1252			824	
Approach Delay, s/veh		34.4			33.8			6.9			2.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		64.5		9.0		64.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.0		33.0		3.6		13.7
Green Ext Time (p_c), s		0.2		26.6		0.2		33.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1002	48	12	584	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.804			0.841			0.967			0.971	
Satd. Flow (perm)	0	1550	0	0	1605	0	0	1708	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			6			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1152	55	14	671	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1244	0	0	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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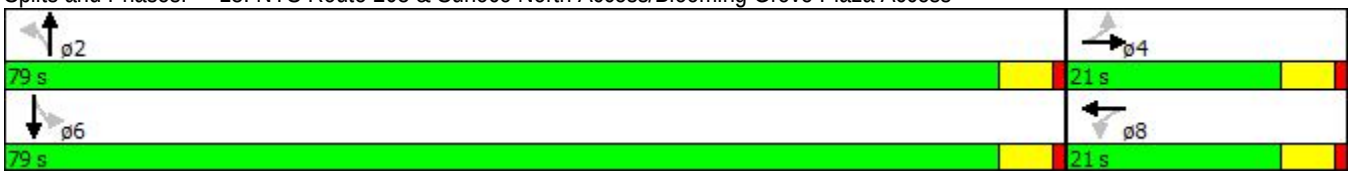
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.24			0.42			0.91			0.54	
Control Delay		37.6			29.3			19.5			5.0	
Queue Delay		0.0			0.0			9.9			5.9	
Total Delay		37.6			29.3			29.4			10.9	
Queue Length 50th (ft)		15			19			358			98	
Queue Length 95th (ft)		42			58			#924			186	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		288			326			1441			1420	
Starvation Cap Reductn		0			0			187			629	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.23			0.99			0.91	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	1002	48	12	584	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1152	55	14	671	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	163	25	23	116	10	65	73	1323	62	59	1302	73
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1057	334	309	607	139	878	29	1674	79	12	1648	92
Grp Volume(v), veh/h	33	0	0	74	0	0	1244	0	0	723	0	0
Grp Sat Flow(s),veh/h/ln	1701	0	0	1624	0	0	1781	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.2	0.0	0.0	34.3	0.0	0.0	10.5	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.04	0.02		0.05
Lane Grp Cap(c), veh/h	211	0	0	192	0	0	1457	0	0	1434	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.39	0.00	0.00	0.85	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	421	0	0	414	0	0	1826	0	0	1791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	33.1	0.0	0.0	5.1	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.3	0.0	0.0	3.4	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.5	0.0	0.0	17.6	0.0	0.0	5.1	0.0	0.0
LnGrp Delay(d),s/veh	32.5	0.0	0.0	34.3	0.0	0.0	8.6	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1244			723	
Approach Delay, s/veh		32.5			34.3			8.6			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		63.4		10.5		63.4		10.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		36.3		3.2		12.5		5.2
Green Ext Time (p_c), s		22.0		0.4		28.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1178	7	2	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.111	
Satd. Flow (perm)	1652	0	1790	1319	178	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1280	8	2	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1280	8	2	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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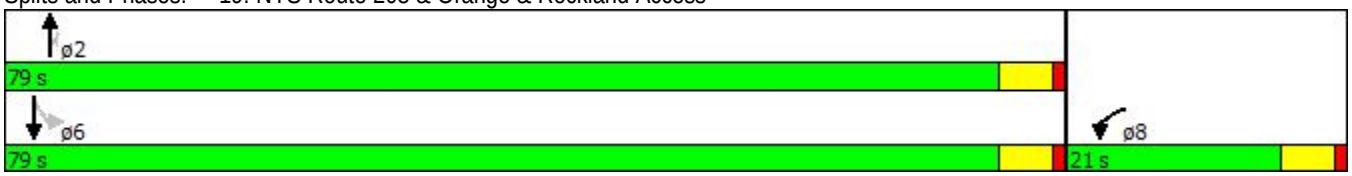
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.09		0.89	0.01	0.01	0.59
Control Delay	29.8		15.6	1.1	2.0	4.8
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	29.8		15.6	1.1	2.0	5.0
Queue Length 50th (ft)	3		304	0	0	110
Queue Length 95th (ft)	20		#780	2	1	191
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	331		1571	1158	156	1605
Starvation Cap Reductn	0		0	0	0	147
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.81	0.01	0.01	0.59

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 82.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1178	7	2	791
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1280	8	2	860
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	31	43	1457	1073	223	1487
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	580	812	1790	1319	367	1828
Grp Volume(v), veh/h	13	0	1280	8	2	860
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	367	1828
Q Serve(g_s), s	0.6	0.0	35.1	0.1	0.3	12.4
Cycle Q Clear(g_c), s	0.6	0.0	35.1	0.1	35.4	12.4
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	80	0	1457	1073	223	1487
V/C Ratio(X)	0.16	0.00	0.88	0.01	0.01	0.58
Avail Cap(c_a), veh/h	321	0	1765	1300	286	1801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	4.6	1.3	16.2	2.5
Incr Delay (d2), s/veh	0.9	0.0	4.7	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	18.3	0.0	0.0	6.1
LnGrp Delay(d),s/veh	34.9	0.0	9.3	1.3	16.2	2.8
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	13		1288			862
Approach Delay, s/veh	34.9		9.2			2.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		66.1				66.1		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		37.1				37.4		2.6
Green Ext Time (p_c), s		23.8				23.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	679	379	1	390	239	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	722	403	1	415	254	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	722	403	0	416	254	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1125	416	254
Demand Flow Rate, veh/h	1162	437	259
Vehicles Circulating, veh/h	1	259	751
Vehicles Exiting, veh/h	695	751	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	8.1	11.6
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	751	411	437	259
Cap Entry Lane, veh/h	1378	1378	1059	641
Entry HV Adj Factor	0.962	0.980	0.952	0.981
Flow Entry, veh/h	722	403	416	254
Cap Entry, veh/h	1325	1351	1009	628
V/C Ratio	0.545	0.298	0.413	0.404
Control Delay, s/veh	8.6	5.3	8.1	11.6
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	233	1185	227	197	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.907		0.976			
Flt Protected	0.981					0.989
Satd. Flow (prot)	3376	0	3432	0	0	3210
Flt Permitted	0.981					0.989
Satd. Flow (perm)	3376	0	3432	0	0	3210
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			503
Travel Time (s)	14.3		6.3			6.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	253	1288	247	214	728
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	1535	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	410	1535	942
Demand Flow Rate, veh/h	418	1592	982
Vehicles Circulating, veh/h	1340	218	160
Vehicles Exiting, veh/h	470	924	1598
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	20.5	15.0	7.6
Approach LOS	C	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.383	0.617	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	258	748	844	462	520
Cap Entry Lane, veh/h	393	442	1103	1125	1164	1180
Entry HV Adj Factor	0.981	0.981	0.965	0.964	0.958	0.960
Flow Entry, veh/h	157	253	722	814	443	499
Cap Entry, veh/h	385	434	1064	1084	1115	1133
V/C Ratio	0.408	0.583	0.678	0.750	0.397	0.441
Control Delay, s/veh	17.7	22.2	13.6	16.3	7.3	7.9
LOS	C	C	B	C	A	A
95th %tile Queue, veh	2	4	6	7	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	931	232	33	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.930			0.850		
Flt Protected	0.976					0.997
Satd. Flow (prot)	1691	0	1845	1599	0	3433
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1691	0	1845	1599	0	3433
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	155	165	990	247	35	661
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	990	247	0	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	320	1237	696
Demand Flow Rate, veh/h	326	1282	730
Vehicles Circulating, veh/h	1030	36	158
Vehicles Exiting, veh/h	36	852	1198
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	25.5	13.3	6.2
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	326	1030	252	343	387
Cap Entry Lane, veh/h	482	1330	1331	1166	1182
Entry HV Adj Factor	0.982	0.962	0.980	0.954	0.953
Flow Entry, veh/h	320	990	247	327	369
Cap Entry, veh/h	473	1278	1304	1112	1127
V/C Ratio	0.676	0.775	0.189	0.294	0.327
Control Delay, s/veh	25.5	15.6	4.4	6.1	6.4
LOS	D	C	A	A	A
95th %tile Queue, veh	5	8	1	1	1

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	651	382	0	398	261	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1743	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1743	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	70					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	671	394	0	410	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	410	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.86			0.32	0.80	
Control Delay	19.3			6.4	52.5	
Queue Delay	4.2			0.0	0.0	
Total Delay	23.4			6.4	52.5	
Queue Length 50th (ft)	377			79	147	
Queue Length 95th (ft)	#791			135	227	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1245			1284	404	
Starvation Cap Reductn	120			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.95			0.32	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	651	382	0	398	261	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1898	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	671	394	0	410	269	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	805	473	0	1356	308	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1122	659	0	1891	1797	13
Grp Volume(v), veh/h	0	1065	0	410	272	0
Grp Sat Flow(s),veh/h/ln	0	1781	0	1891	1817	0
Q Serve(g_s), s	0.0	37.8	0.0	7.0	13.1	0.0
Cycle Q Clear(g_c), s	0.0	37.8	0.0	7.0	13.1	0.0
Prop In Lane		0.37	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1278	0	1356	312	0
V/C Ratio(X)	0.00	0.83	0.00	0.30	0.87	0.00
Avail Cap(c_a), veh/h	0	1278	0	1356	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.9	0.0	4.6	36.3	0.0
Incr Delay (d2), s/veh	0.0	6.5	0.0	0.6	12.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.4	0.0	3.9	7.7	0.0
LnGrp Delay(d),s/veh	0.0	15.4	0.0	5.2	49.2	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1065			410	272	
Approach Delay, s/veh	15.4			5.2	49.2	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.6				69.6		20.4
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		39.8				9.0		15.1
Green Ext Time (p_c), s		6.1				7.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	231	1077	240	211	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.073	
Satd. Flow (perm)	1771	1479	1900	1507	124	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		120		89		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	243	1134	253	222	734
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	243	1134	253	222	734
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.55	0.86	0.20	0.83	0.50
Control Delay	118.1	27.7	25.9	2.2	53.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	27.7	25.9	2.2	53.4	4.6
Queue Length 50th (ft)	142	95	763	27	109	150
Queue Length 95th (ft)	#283	186	1049	45	#234	203
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	459	1312	1250	284	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.53	0.86	0.20	0.78	0.50

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	231	1077	240	211	697
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	243	1134	253	222	734
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	221	1432	1367	279	1565
Arrive On Green	0.09	0.09	0.75	0.75	0.05	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	243	1134	253	222	734
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	13.0	51.1	4.0	3.8	14.8
Cycle Q Clear(g_c), s	12.1	13.0	51.1	4.0	3.8	14.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	221	1432	1367	279	1565
V/C Ratio(X)	0.93	1.10	0.79	0.19	0.80	0.47
Avail Cap(c_a), veh/h	165	221	1432	1367	409	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	60.3	10.5	2.0	26.0	3.1
Incr Delay (d2), s/veh	51.0	90.2	4.6	0.3	6.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	14.1	28.3	2.9	7.1	8.0
LnGrp Delay(d),s/veh	114.1	150.5	15.1	2.3	32.6	4.1
LnGrp LOS	F	F	B	A	C	A
Approach Vol, veh/h	397		1387			956
Approach Delay, s/veh	136.4		12.8			10.7
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.5	110.5				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	5.8	53.1				16.8		15.0
Green Ext Time (p_c), s	0.7	19.9				25.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	166	816	229	312	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1658	0	1818	1575	1787	1845
Flt Permitted	0.975				0.103	
Satd. Flow (perm)	1658	0	1818	1575	194	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			128		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	171	841	236	322	844
Shared Lane Traffic (%)						
Lane Group Flow (vph)	350	0	841	236	322	844
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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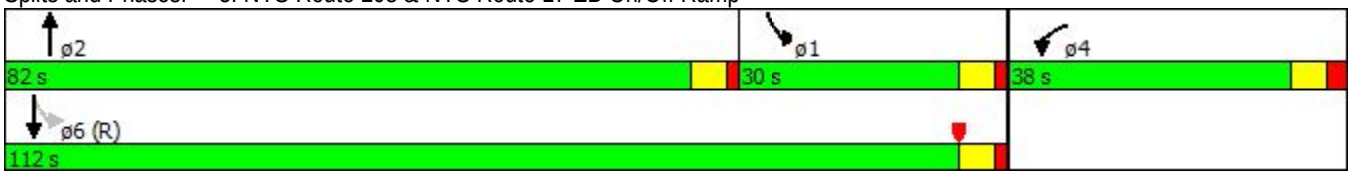
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.96		0.90	0.15	0.81	0.64
Control Delay	92.5		47.0	0.2	46.7	9.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	92.5		47.0	0.2	46.7	9.9
Queue Length 50th (ft)	316		734	0	171	297
Queue Length 95th (ft)	#517		#1023	0	m209	m571
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	371		936	1575	398	1318
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.90	0.15	0.81	0.64

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	166	816	229	312	819
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	841	0	322	844
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	390	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1724	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	841	0	322	844
Grp Sat Flow(s),veh/h/ln	1734	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	63.3	0.0	15.6	0.0
Cycle Q Clear(g_c), s	15.3	0.0	63.3	0.0	15.6	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	390	1310
V/C Ratio(X)	0.88	0.00	0.91	0.00	0.83	0.64
Avail Cap(c_a), veh/h	364	0	927	803	390	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.29	0.29
Uniform Delay (d), s/veh	65.1	0.0	33.5	0.0	44.3	0.0
Incr Delay (d2), s/veh	4.6	0.0	14.2	0.0	4.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	35.2	0.0	12.1	0.3
LnGrp Delay(d),s/veh	69.7	0.0	47.7	0.0	48.4	0.7
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		841			1166
Approach Delay, s/veh	69.7		47.7			13.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.3		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	17.6	65.3		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.2		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	491	49	601	336	137	673	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.995	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1695	0
Flt Permitted		0.985			0.955		0.120			0.173		
Satd. Flow (perm)	0	1740	0	0	1815	1615	220	1782	1607	316	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				153			174		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	511	51	626	350	143	701	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	511	51	626	350	143	727	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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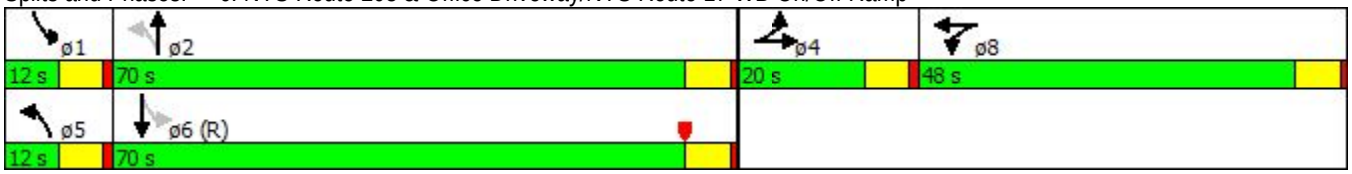
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.32	0.30	0.79	0.22	0.60	0.91	
Control Delay		105.2			79.7	0.5	32.0	53.4	0.1	27.8	44.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.5	32.0	53.4	0.1	27.8	44.8	
Queue Length 50th (ft)		143			392	0	35	517	0	60	703	
Queue Length 95th (ft)		#292			#543	0	m39	m600	m0	m#106	#978	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	173	791	1607	237	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.32	0.29	0.79	0.22	0.60	0.91	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	491	49	601	336	137	673	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	626	0	143	701	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	237	815	686	232	770	29
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1749	65
Grp Volume(v), veh/h	173	0	0	416	0	0	51	626	0	143	0	727
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1814
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	41.9	0.0	6.0	0.0	36.1
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	41.9	0.0	6.0	0.0	36.1
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	237	815	686	232	0	799
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.22	0.77	0.00	0.62	0.00	0.91
Avail Cap(c_a), veh/h	160	0	0	508	0	452	261	815	686	232	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.32	0.32	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	27.3	36.7	0.0	34.6	0.0	7.2
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	2.3	0.0	4.8	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	22.6	0.0	3.7	0.0	20.1
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	27.4	39.0	0.0	39.5	0.0	23.4
LnGrp LOS	F			E			C	D		D		C
Approach Vol, veh/h		173			416			677			870	
Approach Delay, s/veh		161.7			77.9			38.1			26.1	
Approach LOS		F			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	43.9		16.0	4.5	38.1		35.7
Green Ext Time (p_c), s	0.0	7.3		0.0	0.0	8.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	50.9
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1213	811	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1723	0	1668	1492
Flt Permitted	0.286				0.950	
Satd. Flow (perm)	505	1747	1723	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1251	836	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1251	869	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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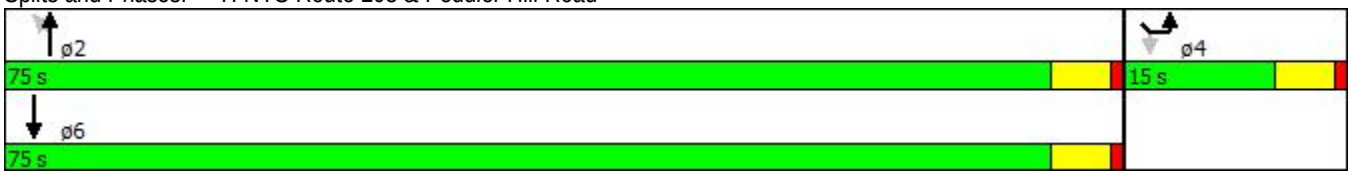
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.24	0.86	0.61		0.22	0.25
Control Delay	3.9	14.7	5.6		39.8	15.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.9	14.7	5.6		39.8	15.2
Queue Length 50th (ft)	9	319	126		19	0
Queue Length 95th (ft)	26	#912	247		50	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	447	1548	1527		285	296
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.22	0.81	0.57		0.13	0.17

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 70.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	1213	811	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	1251	836	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	493	1438	1362	54	89	80
Arrive On Green	0.77	0.77	0.77	0.77	0.05	0.05
Sat Flow, veh/h	644	1872	1772	70	1791	1599
Grp Volume(v), veh/h	100	1251	0	869	37	49
Grp Sat Flow(s),veh/h/ln	644	1872	0	1842	1791	1599
Q Serve(g_s), s	4.4	25.7	0.0	11.4	1.1	1.7
Cycle Q Clear(g_c), s	15.8	25.7	0.0	11.4	1.1	1.7
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	493	1438	0	1416	89	80
V/C Ratio(X)	0.20	0.87	0.00	0.61	0.41	0.62
Avail Cap(c_a), veh/h	817	2381	0	2343	325	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.3	4.4	0.0	2.8	25.4	25.6
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.2	1.1	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.9	0.0	5.6	0.6	0.8
LnGrp Delay(d),s/veh	6.3	5.5	0.0	3.0	26.5	28.5
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		1351	869		86	
Approach Delay, s/veh		5.6	3.0		27.6	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		47.3		7.7		47.3		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		27.7		3.7		13.4		
Green Ext Time (p_c), s		14.6		0.1		15.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1109	784	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.989	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1816	0
Flt Permitted	0.959			0.990		
Satd. Flow (perm)	1698	0	0	1791	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1167	825	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1178	900	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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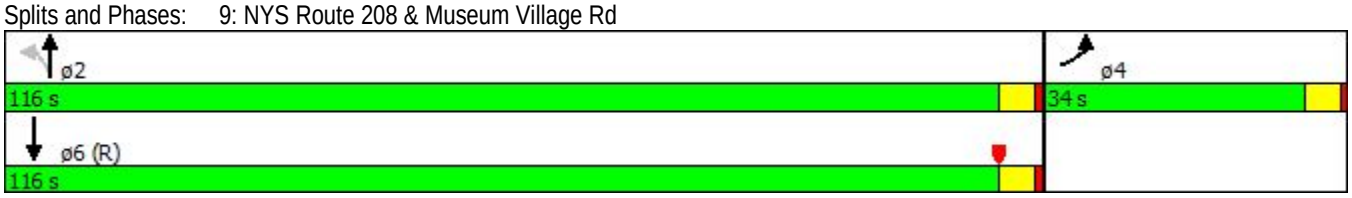
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.89	0.67	
Control Delay	73.3			17.5	13.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			17.5	13.0	
Queue Length 50th (ft)	239			336	405	
Queue Length 95th (ft)	#369			m339	539	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1325	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.89	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	1109	784	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1167	825	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1369	1270	115
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	7	1850	1716	156
Grp Volume(v), veh/h	260	0	1178	0	0	900
Grp Sat Flow(s),veh/h/ln	1748	0	1857	0	0	1872
Q Serve(g_s), s	21.1	0.0	2.8	0.0	0.0	36.1
Cycle Q Clear(g_c), s	21.1	0.0	66.3	0.0	0.0	36.1
Prop In Lane	0.86	0.13	0.01			0.08
Lane Grp Cap(c), veh/h	338	0	1399	0	0	1386
V/C Ratio(X)	0.77	0.00	0.84	0.00	0.00	0.65
Avail Cap(c_a), veh/h	338	0	1399	0	0	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	13.7	0.0	0.0	9.8
Incr Delay (d2), s/veh	15.5	0.0	4.6	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	35.5	0.0	0.0	19.4
LnGrp Delay(d),s/veh	72.8	0.0	18.3	0.0	0.0	12.1
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1178	900	
Approach Delay, s/veh	72.8			18.3	12.1	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		68.3		23.1		38.1		
Green Ext Time (p_c), s		10.7		0.4		11.1		

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	1082	91	23	753	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.990			0.996	
Flt Protected		0.969			0.957			0.998			0.999	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1804	0	0	1799	0
Flt Permitted		0.969			0.957			0.948			0.944	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1713	0	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	1104	93	23	768	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1241	0	0	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.91			0.60	
Control Delay		70.3			72.9	2.5		26.5			10.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		26.5			10.5	
Queue Length 50th (ft)		53			66	0		878			306	
Queue Length 95th (ft)		107			122	4		#1513			526	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1364			1353	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.91			0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 134.9	
Natural Cycle: 120	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	1082	91	23	753	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1889	1910	1910	1871	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	1104	93	23	768	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	63	1267	105	49	1339	41
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	44	1610	134	27	1701	52
Grp Volume(v), veh/h	67	0	0	74	0	23	1241	0	0	815	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1788	0	0	1780	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	31.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	62.0	0.0	0.0	22.1	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.07	0.03		0.03
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1435	0	0	1429	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.86	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1435	0	0	1429	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	9.3	0.0	0.0	5.4	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	7.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	33.2	0.0	0.0	11.8	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	16.5	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	E			E		E	B			A		
Approach Vol, veh/h		67			97			1241			815	
Approach Delay, s/veh		68.4			69.9			16.5			7.0	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	33	260	379	154	40	141	312	205	140	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.988				0.850		0.897			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1746	0	1652	1670	1583	1599	1512	0	1695	1700	0
Flt Permitted	0.245			0.206			0.625			0.218		
Satd. Flow (perm)	399	1746	0	355	1670	1507	1034	1512	0	386	1700	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	34	268	391	159	41	145	322	211	144	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	427	0	268	391	159	41	467	0	211	212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.86		0.95	0.76	0.24	0.10	0.91		0.81	0.31	
Control Delay	21.4	53.3		80.4	44.7	4.7	18.4	57.7		47.9	23.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.4	53.3		80.4	44.7	4.7	18.4	57.7		47.9	23.6	
Queue Length 50th (ft)	20	280		120	259	10	15	304		88	94	
Queue Length 95th (ft)	42	#407		#250	364	38	38	#532		#223	172	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	306	635		320	638	654	494	578		261	693	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.67		0.84	0.61	0.24	0.08	0.81		0.81	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 102
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	33	260	379	154	40	141	312	205	140	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1835	1900	1863	1727	1863	1742	1803	1881	1845	1814	1919
Adj Flow Rate, veh/h	51	393	34	268	391	159	41	145	322	211	144	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	364	426	37	298	441	506	408	157	349	226	422	199
Arrive On Green	0.16	0.28	0.28	0.13	0.26	0.26	0.02	0.32	0.32	0.07	0.36	0.36
Sat Flow, veh/h	1670	1496	129	1774	1727	1552	1659	493	1096	1757	1160	548
Grp Volume(v), veh/h	51	0	427	268	391	159	41	0	467	211	0	212
Grp Sat Flow(s),veh/h/ln	1670	0	1626	1774	1727	1552	1659	0	1589	1757	0	1708
Q Serve(g_s), s	0.0	0.0	25.6	10.8	21.9	4.2	1.7	0.0	28.4	7.0	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	25.6	10.8	21.9	4.2	1.7	0.0	28.4	7.0	0.0	9.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.69	1.00		0.32
Lane Grp Cap(c), veh/h	364	0	463	298	441	506	408	0	506	226	0	621
V/C Ratio(X)	0.14	0.00	0.92	0.90	0.89	0.31	0.10	0.00	0.92	0.93	0.00	0.34
Avail Cap(c_a), veh/h	364	0	583	302	654	699	515	0	602	226	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	34.8	41.4	36.0	10.0	22.3	0.0	33.0	28.4	0.0	23.2
Incr Delay (d2), s/veh	0.1	0.0	16.0	26.8	7.3	0.1	0.0	0.0	16.7	40.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	13.6	9.5	11.3	2.0	0.8	0.0	14.8	5.0	0.0	4.3
LnGrp Delay(d),s/veh	34.6	0.0	50.8	68.2	43.3	10.1	22.3	0.0	49.7	69.1	0.0	23.3
LnGrp LOS	C		D	E	D	B	C		D	E		C
Approach Vol, veh/h		478			818			508			423	
Approach Delay, s/veh		49.1			45.0			47.5			46.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	33.6	7.5	41.5	20.8	30.6	12.0	37.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	12.8	27.6	3.7	11.0	2.0	23.9	9.0	30.4
Green Ext Time (p_c), s	0.0	1.0	0.0	2.7	0.4	1.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	491	49	601	336	137	673	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1695	0
Flt Permitted		0.970		0.950			0.157			0.203		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	288	1782	1607	370	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			511			174		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	511	51	626	350	143	701	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	511	51	626	350	143	727	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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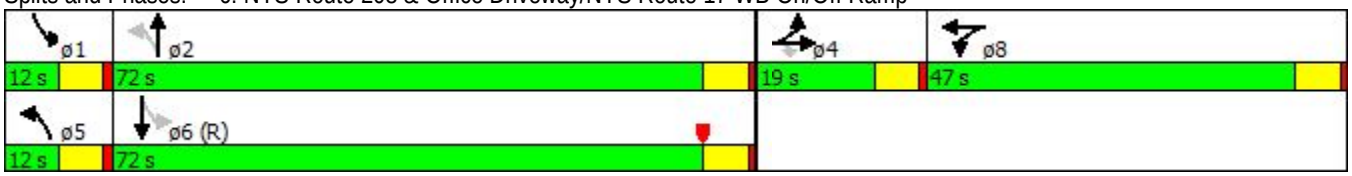
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.32	0.24	0.74	0.22	0.52	0.85	
Control Delay		88.9	12.4	72.5	41.5	0.5	29.1	49.6	0.1	22.0	36.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.5	29.1	49.6	0.1	22.0	36.8	
Queue Length 50th (ft)		80	0	368	16	0	35	507	0	58	471	
Queue Length 95th (ft)		138	37	485	38	0	m39	m591	m0	m97	#954	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	211	845	1607	277	852	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.32	0.24	0.74	0.22	0.52	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	491	49	601	336	137	673	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	626	0	143	701	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	285	840	707	248	794	29
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1749	65
Grp Volume(v), veh/h	83	0	90	395	21	0	51	626	0	143	0	727
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1814
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	41.0	0.0	6.0	0.0	27.8
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	41.0	0.0	6.0	0.0	27.8
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	285	840	707	248	0	824
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.18	0.75	0.00	0.58	0.00	0.88
Avail Cap(c_a), veh/h	160	0	140	519	525	441	310	840	707	248	0	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.32	0.32	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	24.4	35.0	0.0	32.4	0.0	5.0
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	2.0	0.0	3.3	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	22.0	0.0	2.8	0.0	15.1
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	24.5	36.9	0.0	35.7	0.0	18.2
LnGrp LOS	E		F	E	D		C	D		D		B
Approach Vol, veh/h		173			416			677			870	
Approach Delay, s/veh		79.8			69.8			36.0			21.1	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	43.0		10.2	4.4	29.8		33.8
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	8.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1211	826	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.958		
Satd. Flow (perm)	1717	0	0	1786	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1275	869	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1315	876	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.90	0.59	
Control Delay	23.8			16.5	4.9	
Queue Delay	0.0			3.2	0.6	
Total Delay	23.8			19.7	5.4	
Queue Length 50th (ft)	3			337	115	
Queue Length 95th (ft)	26			#972	208	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	322			1482	1501	
Starvation Cap Reductn	0			98	266	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.95	0.71	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	1211	826	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	1275	869	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	17	62	75	1495	1511	12
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	325	1170	32	1836	1855	15
Grp Volume(v), veh/h	24	0	1315	0	0	876
Grp Sat Flow(s),veh/h/ln	1560	0	1867	0	0	1870
Q Serve(g_s), s	1.1	0.0	4.3	0.0	0.0	12.3
Cycle Q Clear(g_c), s	1.1	0.0	30.7	0.0	0.0	12.3
Prop In Lane	0.21	0.75	0.03			0.01
Lane Grp Cap(c), veh/h	83	0	1570	0	0	1523
V/C Ratio(X)	0.29	0.00	0.84	0.00	0.00	0.58
Avail Cap(c_a), veh/h	330	0	1871	0	0	1832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	4.1	0.0	0.0	2.4
Incr Delay (d2), s/veh	1.9	0.0	3.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	16.7	0.0	0.0	6.2
LnGrp Delay(d),s/veh	36.3	0.0	7.1	0.0	0.0	2.8
LnGrp LOS	D		A			A
Approach Vol, veh/h	24			1315	876	
Approach Delay, s/veh	36.3			7.1	2.8	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				66.5		9.0		66.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				32.7		3.1		14.3
Green Ext Time (p_c), s				28.8		0.0		36.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1316	850	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1371	885	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1377	887	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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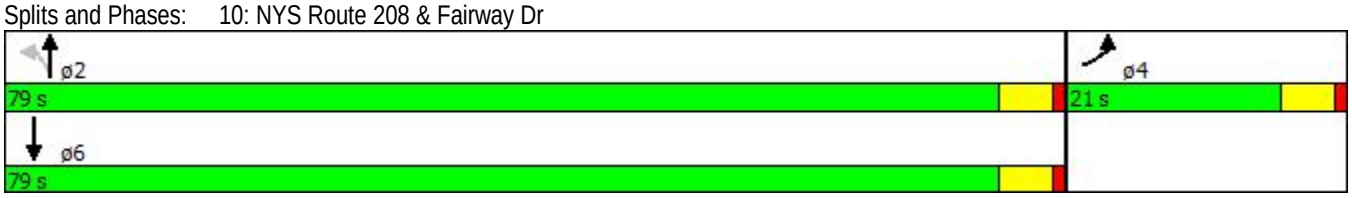
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.06			0.90	0.57	
Control Delay	28.9			16.1	4.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.9			16.1	4.3	
Queue Length 50th (ft)	1			357	111	
Queue Length 95th (ft)	14			#996	183	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	304			1532	1568	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.90	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1316	850	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1371	885	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	21	53	47	1530	1562	4
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	421	1052	2	1857	1895	4
Grp Volume(v), veh/h	8	0	1377	0	0	887
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	12.3
Cycle Q Clear(g_c), s	0.4	0.0	39.7	0.0	0.0	12.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	85	0	1577	0	0	1565
V/C Ratio(X)	0.09	0.00	0.87	0.00	0.00	0.57
Avail Cap(c_a), veh/h	338	0	1771	0	0	1764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	4.7	0.0	0.0	2.3
Incr Delay (d2), s/veh	0.5	0.0	4.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	21.2	0.0	0.0	6.3
LnGrp Delay(d),s/veh	36.6	0.0	9.4	0.0	0.0	2.6
LnGrp LOS	D		A			A
Approach Vol, veh/h	8			1377	887	
Approach Delay, s/veh	36.6			9.4	2.6	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.7		9.0		70.7		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		41.7		2.4		14.3		
Green Ext Time (p_c), s		23.9		0.0		36.2		

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	1116	776	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.998	
Flt Protected	0.981			0.999		
Satd. Flow (prot)	1707	0	0	1817	1777	0
Flt Permitted	0.981			0.970		
Satd. Flow (perm)	1707	0	0	1764	1777	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	1127	784	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1159	797	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.21			0.88	0.60	
Control Delay	23.8			15.6	5.8	
Queue Delay	0.0			0.5	0.0	
Total Delay	23.8			16.1	5.8	
Queue Length 50th (ft)	6			241	102	
Queue Length 95th (ft)	39			524	193	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	443			1648	1660	
Starvation Cap Reductn	0			172	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.09			0.79	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 68.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	1116	776	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	1127	784	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	40	64	77	1417	1411	23
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	637	1019	24	1815	1807	30
Grp Volume(v), veh/h	40	0	1159	0	0	797
Grp Sat Flow(s),veh/h/ln	1698	0	1839	0	0	1837
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	10.7
Cycle Q Clear(g_c), s	1.4	0.0	22.5	0.0	0.0	10.7
Prop In Lane	0.37	0.60	0.03			0.02
Lane Grp Cap(c), veh/h	106	0	1494	0	0	1435
V/C Ratio(X)	0.38	0.00	0.78	0.00	0.00	0.56
Avail Cap(c_a), veh/h	425	0	2171	0	0	2127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	4.0	0.0	0.0	2.7
Incr Delay (d2), s/veh	2.2	0.0	1.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.4	0.0	0.0	5.2
LnGrp Delay(d),s/veh	30.9	0.0	5.1	0.0	0.0	3.0
LnGrp LOS	C		A			A
Approach Vol, veh/h	40			1159	797	
Approach Delay, s/veh	30.9			5.1	3.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				54.9		9.0		54.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.5		3.4		12.7
Green Ext Time (p_c), s				25.5		0.0		27.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	1108	22	3	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	1119	22	3	784
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1141	0	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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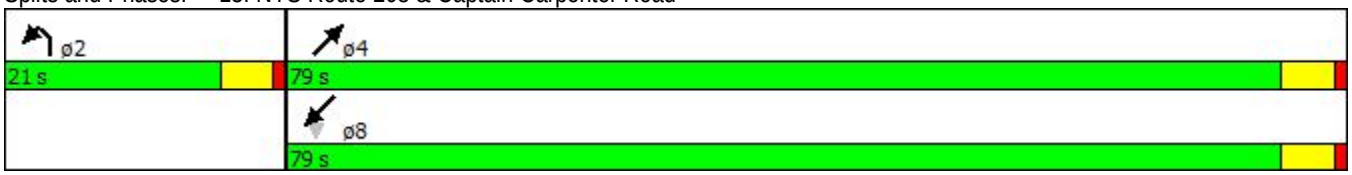
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.87			0.61
Control Delay	29.7		14.4			6.1
Queue Delay	0.0		0.0			0.0
Total Delay	29.7		14.4			6.1
Queue Length 50th (ft)	4		214			98
Queue Length 95th (ft)	29		427			176
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	461		1742			1716
Starvation Cap Reductn	0		0			83
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.65			0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 63	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	1108	22	3	776
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	1119	22	3	784
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	74	34	1425	28	59	1433
Arrive On Green	0.06	0.06	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1155	533	1839	36	1	1849
Grp Volume(v), veh/h	20	0	0	1141	787	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1875	1850	0
Q Serve(g_s), s	0.7	0.0	0.0	21.8	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	21.8	10.3	0.0
Prop In Lane	0.65	0.30		0.02	0.00	
Lane Grp Cap(c), veh/h	114	0	0	1453	1492	0
V/C Ratio(X)	0.17	0.00	0.00	0.79	0.53	0.00
Avail Cap(c_a), veh/h	457	0	0	2233	2255	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	4.0	2.7	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	11.2	5.1	0.0
LnGrp Delay(d),s/veh	28.2	0.0	0.0	5.1	3.0	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	20		1141			787
Approach Delay, s/veh	28.2		5.1			3.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		53.1				53.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.7		23.8				12.3
Green Ext Time (p_c), s		0.0		24.4				26.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	1112	777	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1146	801	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1149	803	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.87	0.60	
Control Delay	30.0			13.8	5.6	
Queue Delay	0.0			0.1	0.0	
Total Delay	30.0			13.9	5.6	
Queue Length 50th (ft)	1			211	95	
Queue Length 95th (ft)	12			390	155	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	463			1734	1753	
Starvation Cap Reductn	0			45	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.68	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 63.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	1112	777	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	1146	801	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	44	44	58	1449	1461	4
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	690	690	1	1860	1876	5
Grp Volume(v), veh/h	5	0	1149	0	0	803
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1881
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s	0.2	0.0	22.5	0.0	0.0	10.4
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	109	0	1506	0	0	1465
V/C Ratio(X)	0.05	0.00	0.76	0.00	0.00	0.55
Avail Cap(c_a), veh/h	436	0	2231	0	0	2199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	4.0	0.0	0.0	2.7
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	11.2	0.0	0.0	5.3
LnGrp Delay(d),s/veh	28.0	0.0	5.0	0.0	0.0	3.0
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			1149	803	
Approach Delay, s/veh	28.0			5.0	3.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				54.3		9.0		54.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.5		2.2		12.4
Green Ext Time (p_c), s				24.7		0.0		27.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	1098	16	25	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.909
Satd. Flow (perm)	1674	0	1813	0	0	1638
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	1132	16	26	789
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1148	0	0	815
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.17		0.87			0.69
Control Delay	23.9		14.7			7.7
Queue Delay	0.0		0.0			0.4
Total Delay	23.9		14.7			8.2
Queue Length 50th (ft)	5		219			114
Queue Length 95th (ft)	36		458			223
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	466		1736			1568
Starvation Cap Reductn	0		0			313
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.66			0.65

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 64
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	1098	16	25	765
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1880	1900	1900	1864
Adj Flow Rate, veh/h	14	19	1132	16	26	789
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	44	60	1443	20	77	1382
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	706	958	1849	26	25	1770
Grp Volume(v), veh/h	34	0	0	1148	815	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1875	1795	0
Q Serve(g_s), s	1.2	0.0	0.0	22.1	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	22.1	10.9	0.0
Prop In Lane	0.41	0.56		0.01	0.03	
Lane Grp Cap(c), veh/h	108	0	0	1464	1459	0
V/C Ratio(X)	0.32	0.00	0.00	0.78	0.56	0.00
Avail Cap(c_a), veh/h	430	0	0	2175	2108	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	4.0	2.7	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	11.3	5.6	0.0
LnGrp Delay(d),s/veh	30.3	0.0	0.0	5.1	3.1	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	34		1148			815
Approach Delay, s/veh	30.3		5.1			3.1
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		54.8				54.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		24.1				12.9
Green Ext Time (p_c), s		0.0		25.7				28.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	1073	35	15	754	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.996			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Flt Permitted		0.820			0.798			0.996			0.976	
Satd. Flow (perm)	0	1481	0	0	1474	0	0	1867	0	0	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			4			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	1106	36	15	777	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1149	0	0	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.11			0.25			0.87			0.63	
Control Delay		27.3			28.1			15.1			6.9	
Queue Delay		0.0			0.0			0.6			0.0	
Total Delay		27.3			28.1			15.7			6.9	
Queue Length 50th (ft)		4			11			228			110	
Queue Length 95th (ft)		29			53			486			216	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		416			419			1786			1734	
Starvation Cap Reductn		0			0			272			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.11			0.76			0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 63.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	1073	35	15	754	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	1106	36	15	777	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	130	20	42	150	11	31	59	1408	46	67	1396	18
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	677	314	661	919	170	495	3	1806	58	12	1791	23
Grp Volume(v), veh/h	20	0	0	48	0	0	1149	0	0	802	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1584	0	0	1867	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.8	0.0	0.0	22.3	0.0	0.0	10.6	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.03	0.02		0.01
Lane Grp Cap(c), veh/h	192	0	0	192	0	0	1513	0	0	1481	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.25	0.00	0.00	0.76	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	478	0	0	480	0	0	2225	0	0	2159	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	28.7	0.0	0.0	4.0	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	11.2	0.0	0.0	5.3	0.0	0.0
LnGrp Delay(d),s/veh	28.5	0.0	0.0	29.4	0.0	0.0	4.9	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		20			48			1149			802	
Approach Delay, s/veh		28.5			29.4			4.9			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		54.6		9.0		54.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.8		24.3		2.7		12.6
Green Ext Time (p_c), s		0.2		25.3		0.2		27.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	976	24	20	599	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.992	
Flt Protected		0.957			0.981			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	996	24	20	611	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	1043	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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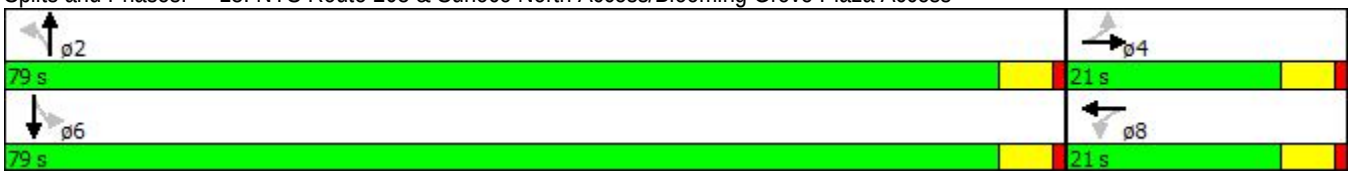
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.15			0.24			0.86			0.58	
Control Delay		29.9			19.7			14.7			6.5	
Queue Delay		0.0			0.0			0.2			0.5	
Total Delay		29.9			19.7			15.0			7.0	
Queue Length 50th (ft)		7			7			182			79	
Queue Length 95th (ft)		38			48			394			162	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		439			538			1731			1643	
Starvation Cap Reductn		0			0			168			541	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.11			0.67			0.61	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 56.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	976	24	20	599	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1840	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	996	24	20	611	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	236	13	9	139	10	74	83	1316	31	85	1206	77
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1360	168	122	546	136	966	16	1802	43	19	1651	106
Grp Volume(v), veh/h	27	0	0	58	0	0	1043	0	0	671	0	0
Grp Sat Flow(s),veh/h/ln	1650	0	0	1648	0	0	1861	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.7	0.0	0.0	17.4	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	258	0	0	224	0	0	1430	0	0	1368	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.26	0.00	0.00	0.73	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	599	0	0	597	0	0	2701	0	0	2551	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	22.9	0.0	0.0	4.2	0.0	0.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.8	0.0	0.0	9.0	0.0	0.0	4.0	0.0	0.0
LnGrp Delay(d),s/veh	22.6	0.0	0.0	23.5	0.0	0.0	5.0	0.0	0.0	3.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			1043			671	
Approach Delay, s/veh		22.6			23.5			5.0			3.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.9		9.0		42.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		19.4		2.7		10.2		3.7
Green Ext Time (p_c), s		18.5		0.3		19.2		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1105	3	2	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.109	
Satd. Flow (perm)	1928	0	1844	1583	209	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1188	3	2	876
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1188	3	2	876
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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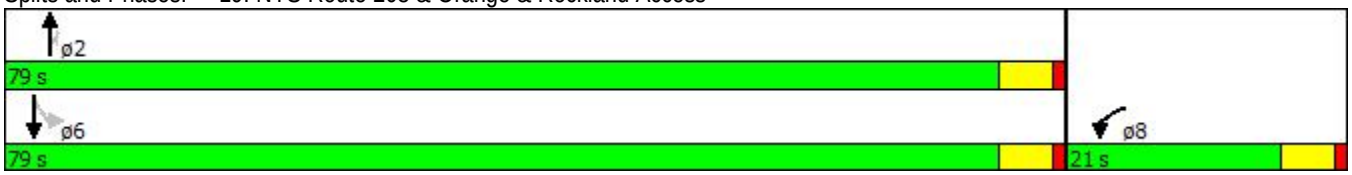
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.15		0.88	0.00	0.01	0.64
Control Delay	25.8		14.7	1.3	2.0	6.3
Queue Delay	0.0		0.8	0.0	0.0	0.0
Total Delay	25.8		15.4	1.3	2.0	6.4
Queue Length 50th (ft)	6		236	0	0	117
Queue Length 95th (ft)	36		478	1	1	210
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	515		1753	1505	198	1771
Starvation Cap Reductn	0		262	0	0	43
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.80	0.00	0.01	0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	1105	3	2	815
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1188	3	2	876
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	53	50	1454	1248	304	1469
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	876	821	1844	1583	482	1863
Grp Volume(v), veh/h	32	0	1188	3	2	876
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	482	1863
Q Serve(g_s), s	1.2	0.0	25.4	0.0	0.2	12.4
Cycle Q Clear(g_c), s	1.2	0.0	25.4	0.0	25.5	12.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	106	0	1454	1248	304	1469
V/C Ratio(X)	0.30	0.00	0.82	0.00	0.01	0.60
Avail Cap(c_a), veh/h	423	0	2059	1768	463	2081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	4.2	1.5	11.7	2.8
Incr Delay (d2), s/veh	1.6	0.0	1.8	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	12.9	0.0	0.0	6.2
LnGrp Delay(d),s/veh	31.4	0.0	6.0	1.5	11.8	3.2
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	32		1191			878
Approach Delay, s/veh	31.4		6.0			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		57.2				57.2		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		27.4				27.5		3.2
Green Ext Time (p_c), s		24.8				24.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	651	382	0	398	261	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1828	1623	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1828	1623	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	671	394	0	410	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	671	394	0	410	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1065	410	271
Demand Flow Rate, veh/h	1072	414	274
Vehicles Circulating, veh/h	0	272	678
Vehicles Exiting, veh/h	686	680	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.7	7.7	10.7
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	678	394	414	274
Cap Entry Lane, veh/h	1379	1379	1045	690
Entry HV Adj Factor	0.990	1.000	0.990	0.989
Flow Entry, veh/h	671	394	410	271
Cap Entry, veh/h	1366	1379	1035	683
V/C Ratio	0.492	0.286	0.396	0.397
Control Delay, s/veh	7.6	5.1	7.7	10.7
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	231	1077	240	211	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.908		0.973			
Flt Protected	0.981					0.989
Satd. Flow (prot)	3222	0	3513	0	0	3261
Flt Permitted	0.981					0.989
Satd. Flow (perm)	3222	0	3513	0	0	3261
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			579
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	243	1134	253	222	734
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	0	1387	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	397	1387	956
Demand Flow Rate, veh/h	425	1401	982
Vehicles Circulating, veh/h	1145	233	165
Vehicles Exiting, veh/h	489	914	1405
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.0	12.2	7.6
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.388	0.612	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	165	260	658	743	462	520
Cap Entry Lane, veh/h	470	520	1088	1111	1158	1175
Entry HV Adj Factor	0.933	0.935	0.990	0.989	0.973	0.975
Flow Entry, veh/h	154	243	652	735	449	507
Cap Entry, veh/h	438	486	1078	1099	1127	1146
V/C Ratio	0.351	0.500	0.605	0.669	0.399	0.442
Control Delay, s/veh	14.3	17.1	11.3	13.0	7.3	7.8
LOS	B	C	B	B	A	A
95th %tile Queue, veh	2	3	4	5	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	866	232	33	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.931			0.850		
Flt Protected	0.976					0.998
Satd. Flow (prot)	1693	0	1900	1599	0	3500
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1693	0	1900	1599	0	3500
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	151	160	893	239	34	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	893	239	0	686
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	311	1132	686
Demand Flow Rate, veh/h	317	1146	707
Vehicles Circulating, veh/h	902	35	154
Vehicles Exiting, veh/h	35	826	1065
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	18.3	10.1	6.0
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	317	902	244	332	375
Cap Entry Lane, veh/h	549	1331	1332	1170	1186
Entry HV Adj Factor	0.981	0.990	0.980	0.972	0.970
Flow Entry, veh/h	311	893	239	323	364
Cap Entry, veh/h	539	1318	1306	1137	1151
V/C Ratio	0.577	0.678	0.183	0.284	0.316
Control Delay, s/veh	18.3	11.7	4.3	5.8	6.1
LOS	C	B	A	A	A
95th %tile Queue, veh	4	6	1	1	1

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	443	251	0	427	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1721	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1721	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	68					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	521	295	0	502	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	816	0	0	502	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.67			0.39	0.80	
Control Delay	10.9			7.2	52.7	
Queue Delay	0.8			0.0	0.0	
Total Delay	11.7			7.2	52.7	
Queue Length 50th (ft)	213			106	147	
Queue Length 95th (ft)	319			158	212	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1226			1280	398	
Starvation Cap Reductn	161			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.77			0.39	0.68	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	443	251	0	427	229	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	521	295	0	502	269	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	803	455	0	1351	307	2
Arrive On Green	0.71	0.71	0.00	0.71	0.17	0.17
Sat Flow, veh/h	1124	636	0	1891	1763	13
Grp Volume(v), veh/h	0	816	0	502	272	0
Grp Sat Flow(s),veh/h/ln	0	1760	0	1891	1782	0
Q Serve(g_s), s	0.0	22.2	0.0	9.3	13.4	0.0
Cycle Q Clear(g_c), s	0.0	22.2	0.0	9.3	13.4	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1257	0	1351	311	0
V/C Ratio(X)	0.00	0.65	0.00	0.37	0.88	0.00
Avail Cap(c_a), veh/h	0	1257	0	1351	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.8	0.0	5.0	36.2	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.8	13.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.6	0.0	5.0	7.8	0.0
LnGrp Delay(d),s/veh	0.0	9.4	0.0	5.8	50.0	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	816			502	272	
Approach Delay, s/veh	9.4			5.8	50.0	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.3				69.3		20.7
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		24.2				11.3		15.4
Green Ext Time (p_c), s		5.1				5.2		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	154	842	36	125	853
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.238	
Satd. Flow (perm)	1895	1401	1900	1423	424	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		166		19		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	166	905	39	134	917
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	166	905	39	134	917
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.49	0.61	0.03	0.30	0.58
Control Delay	64.1	12.1	8.7	0.8	3.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	12.1	8.7	0.8	3.2	4.2
Queue Length 50th (ft)	28	0	287	2	12	155
Queue Length 95th (ft)	63	63	452	6	24	262
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	284	414	1486	1363	522	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.40	0.61	0.03	0.26	0.58

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 126.8
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	154	842	36	125	853
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	166	905	39	134	917
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	230	233	1398	1307	414	1539
Arrive On Green	0.12	0.12	0.74	0.74	0.03	0.81
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	166	905	39	134	917
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	14.5	33.1	0.5	2.4	24.7
Cycle Q Clear(g_c), s	2.2	14.5	33.1	0.5	2.4	24.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	230	233	1398	1307	414	1539
V/C Ratio(X)	0.15	0.71	0.65	0.03	0.32	0.60
Avail Cap(c_a), veh/h	262	258	1398	1307	551	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	55.3	9.2	1.4	9.2	5.0
Incr Delay (d2), s/veh	0.3	8.0	2.3	0.0	0.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.5	18.0	0.4	1.7	13.5
LnGrp Delay(d),s/veh	54.4	63.2	11.5	1.5	9.6	6.7
LnGrp LOS	D	E	B	A	A	A
Approach Vol, veh/h	200		944			1051
Approach Delay, s/veh	61.7		11.1			7.1
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	106.3				116.0		21.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	4.4	35.1				26.7		16.5
Green Ext Time (p_c), s	0.3	17.1				18.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	88	645	228	351	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1609	0	1853	1560	1823	1881
Flt Permitted	0.975				0.244	
Satd. Flow (perm)	1609	0	1853	1560	468	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28			162		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	94	686	243	373	619
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	686	243	373	619
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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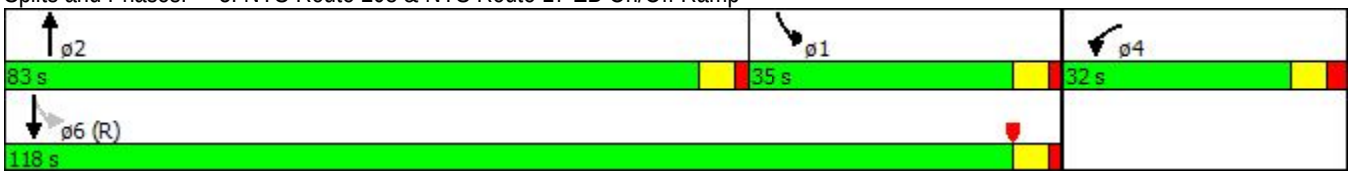
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.82		0.66	0.16	0.59	0.42
Control Delay	80.6		28.2	0.2	22.5	4.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	80.6		28.2	0.2	22.5	4.4
Queue Length 50th (ft)	157		460	0	104	199
Queue Length 95th (ft)	239		660	0	191	146
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	296		1034	1560	636	1488
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.64		0.66	0.16	0.59	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	88	645	228	351	582
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1769	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	686	0	373	619
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	578	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1668	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	686	0	373	619
Grp Sat Flow(s),veh/h/ln	1685	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	42.6	0.0	1.1	0.0
Cycle Q Clear(g_c), s	8.5	0.0	42.6	0.0	1.1	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	578	1411
V/C Ratio(X)	0.82	0.00	0.72	0.00	0.65	0.44
Avail Cap(c_a), veh/h	286	0	958	806	578	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.55	0.55
Uniform Delay (d), s/veh	68.8	0.0	27.8	0.0	29.1	0.0
Incr Delay (d2), s/veh	5.2	0.0	4.6	0.0	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	22.9	0.0	9.7	0.2
LnGrp Delay(d),s/veh	74.0	0.0	32.4	0.0	30.1	0.5
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		686			992
Approach Delay, s/veh	74.0		32.4			11.7
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	3.1	44.6		10.5		2.0		
Green Ext Time (p_c), s	1.0	2.0		0.2		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	303	51	462	229	107	689	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.993	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1692	0
Flt Permitted		0.982			0.957		0.207			0.368		
Satd. Flow (perm)	0	1630	0	0	1788	1631	399	1765	1607	658	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				166			155		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	309	52	471	234	109	703	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	309	52	471	234	109	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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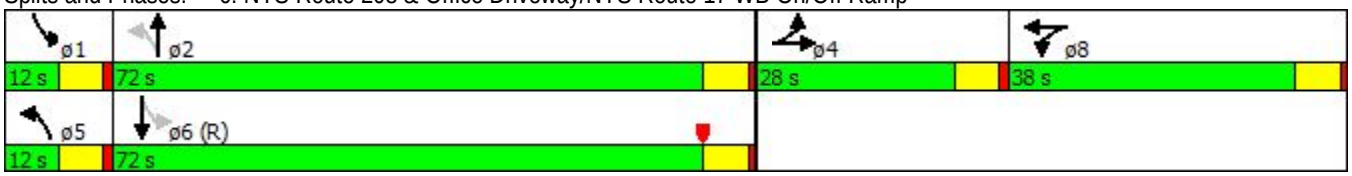
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.19	0.17	0.50	0.15	0.23	0.77	
Control Delay		74.4			82.7	0.3	21.6	31.1	0.1	14.1	27.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.3	21.6	31.1	0.1	14.1	27.9	
Queue Length 50th (ft)		88			215	0	23	227	0	38	321	
Queue Length 95th (ft)		152			296	0	m51	416	0	m76	#970	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	305	951	1607	467	957	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.19	0.17	0.50	0.15	0.23	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	303	51	462	229	107	689	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	471	0	109	703	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	283	832	707	340	784	39
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1725	86
Grp Volume(v), veh/h	115	0	0	224	0	0	52	471	0	109	0	738
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1810
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	27.9	0.0	5.5	0.0	30.2
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	27.9	0.0	5.5	0.0	30.2
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	283	832	707	340	0	823
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.18	0.57	0.00	0.32	0.00	0.90
Avail Cap(c_a), veh/h	236	0	0	381	0	348	309	832	707	340	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.70	0.70	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	24.9	31.3	0.0	23.6	0.0	5.1
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.2	1.9	0.0	0.5	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	15.0	0.0	2.6	0.0	16.4
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	25.1	33.3	0.0	24.2	0.0	19.7
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			523			847	
Approach Delay, s/veh		73.1			74.5			32.5			20.2	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	7.5	29.9		12.6	4.3	32.2		20.5
Green Ext Time (p_c), s	0.0	7.4		0.1	0.0	7.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	941	891	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.238				0.950	
Satd. Flow (perm)	420	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	951	900	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	951	911	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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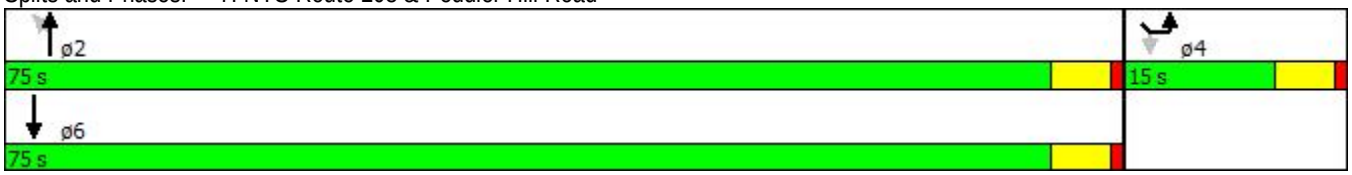
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.10	0.67	0.64		0.03	0.24
Control Delay	3.3	7.3	6.6		25.0	10.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.3	7.3	6.6		25.0	10.5
Queue Length 50th (ft)	2	129	117		2	0
Queue Length 95th (ft)	9	310	273		15	35
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	417	1716	1730		534	527
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.08	0.55	0.53		0.01	0.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 41.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	941	891	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	951	900	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	417	1241	1236	15	103	92
Arrive On Green	0.67	0.67	0.67	0.67	0.06	0.06
Sat Flow, veh/h	619	1853	1845	23	1791	1599
Grp Volume(v), veh/h	33	951	0	911	8	73
Grp Sat Flow(s),veh/h/ln	619	1853	0	1868	1791	1599
Q Serve(g_s), s	1.3	12.8	0.0	11.5	0.2	1.7
Cycle Q Clear(g_c), s	12.9	12.8	0.0	11.5	0.2	1.7
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	417	1241	0	1251	103	92
V/C Ratio(X)	0.08	0.77	0.00	0.73	0.08	0.80
Avail Cap(c_a), veh/h	1185	3540	0	3568	489	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	4.1	0.0	3.9	16.4	17.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.3	0.1	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.5	0.0	5.7	0.1	0.9
LnGrp Delay(d),s/veh	8.1	4.5	0.0	4.2	16.5	22.8
LnGrp LOS	A	A		A	B	C
Approach Vol, veh/h		984	911		81	
Approach Delay, s/veh		4.6	4.2		22.2	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		29.5		7.1		29.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		14.9		3.7		13.5		
Green Ext Time (p_c), s		9.7		0.1		9.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	791	811	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.988	
Flt Protected	0.958					
Satd. Flow (prot)	1660	0	0	1810	1831	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1831	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	807	828	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	815	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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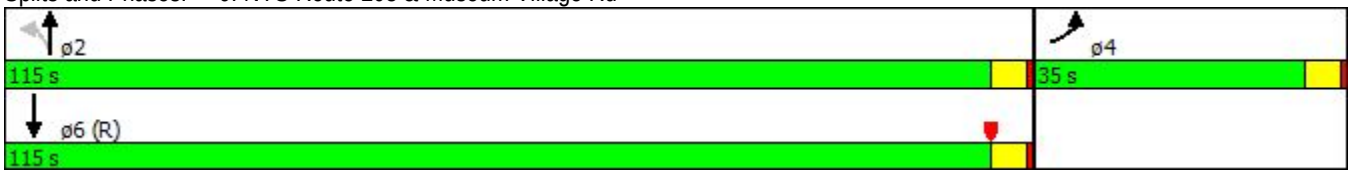
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.62	0.67	
Control Delay	52.1			5.9	13.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			5.9	13.6	
Queue Length 50th (ft)	83			92	420	
Queue Length 95th (ft)	143			128	556	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1344	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.62	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	791	811	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	807	828	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	29	1358	1266	119
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	7	1852	1726	163
Grp Volume(v), veh/h	104	0	815	0	0	906
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1888
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	36.9
Cycle Q Clear(g_c), s	7.8	0.0	30.8	0.0	0.0	36.9
Prop In Lane	0.87	0.12	0.01			0.09
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1385
V/C Ratio(X)	0.30	0.00	0.59	0.00	0.00	0.65
Avail Cap(c_a), veh/h	342	0	1387	0	0	1385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	9.4	0.0	0.0	10.3
Incr Delay (d2), s/veh	2.3	0.0	0.4	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	16.0	0.0	0.0	19.8
LnGrp Delay(d),s/veh	53.4	0.0	9.9	0.0	0.0	12.7
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			815	906	
Approach Delay, s/veh	53.4			9.9	12.7	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		32.8		9.8		38.9		
Green Ext Time (p_c), s		7.0		0.3		7.0		

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	40	281	279	159	40	121	258	183	121	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.982				0.850		0.898			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1777	0	1668	1818	1599	1727	1570	0	1728	1836	0
Flt Permitted	0.331			0.233			0.647			0.203		
Satd. Flow (perm)	558	1777	0	405	1818	1522	1150	1570	0	369	1836	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	45	316	313	179	45	136	290	206	136	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	370	0	316	313	179	45	426	0	206	175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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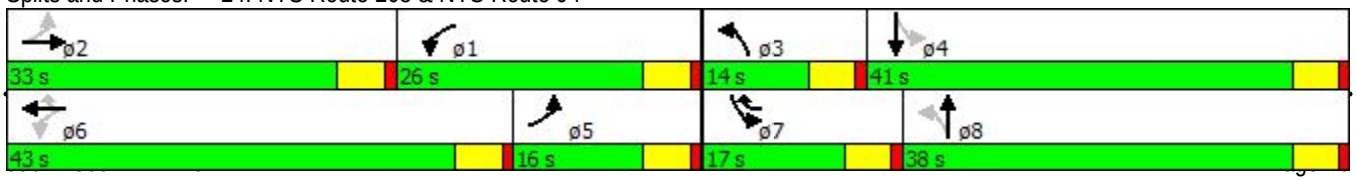
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.88		0.88	0.49	0.22	0.10	0.90		0.63	0.23	
Control Delay	21.4	60.7		61.2	32.8	2.5	18.9	60.6		28.3	23.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.4	60.7		61.2	32.8	2.5	18.9	60.6		28.3	23.4	
Queue Length 50th (ft)	14	249		146	142	0	18	295		90	81	
Queue Length 95th (ft)	26	#407		#230	292	25	41	#492		148	142	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	354	504		463	740	819	501	520		335	753	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.73		0.68	0.42	0.22	0.09	0.82		0.61	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 102.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	40	281	279	159	40	121	258	183	121	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1869	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	45	316	313	179	45	136	290	206	136	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	448	357	49	353	378	473	469	151	321	293	514	147
Arrive On Green	0.20	0.25	0.25	0.15	0.20	0.20	0.03	0.29	0.29	0.10	0.36	0.36
Sat Flow, veh/h	1737	1453	201	1792	1881	1559	1791	526	1122	1792	1430	410
Grp Volume(v), veh/h	26	0	370	316	313	179	45	0	426	206	0	175
Grp Sat Flow(s),veh/h/ln	1737	0	1655	1792	1881	1559	1791	0	1648	1792	0	1840
Q Serve(g_s), s	0.0	0.0	20.3	12.1	14.9	4.1	1.7	0.0	23.3	7.2	0.0	6.3
Cycle Q Clear(g_c), s	0.0	0.0	20.3	12.1	14.9	4.1	1.7	0.0	23.3	7.2	0.0	6.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.68	1.00		0.22
Lane Grp Cap(c), veh/h	448	0	406	353	378	473	469	0	472	293	0	661
V/C Ratio(X)	0.06	0.00	0.91	0.89	0.83	0.38	0.10	0.00	0.90	0.70	0.00	0.26
Avail Cap(c_a), veh/h	448	0	495	479	764	794	593	0	581	343	0	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	34.3	37.1	35.8	9.5	22.6	0.0	32.1	22.7	0.0	21.2
Incr Delay (d2), s/veh	0.0	0.0	16.9	12.8	1.8	0.2	0.0	0.0	13.7	3.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	11.2	9.2	7.9	2.1	0.8	0.0	12.3	3.9	0.0	3.2
LnGrp Delay(d),s/veh	28.8	0.0	51.2	49.9	37.7	9.6	22.7	0.0	45.9	26.4	0.0	21.3
LnGrp LOS	C		D	D	D	A	C		D	C		C
Approach Vol, veh/h		396			808			471			381	
Approach Delay, s/veh		49.7			36.2			43.7			24.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	28.0	7.5	38.6	23.6	23.8	14.4	31.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	14.1	22.3	3.7	8.3	2.0	16.9	9.2	25.3
Green Ext Time (p_c), s	0.4	0.7	0.0	2.3	0.4	1.7	0.2	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	303	51	462	229	107	689	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1692	0
Flt Permitted		0.967			0.957		0.225			0.375		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	434	1765	1607	671	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			166			155		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	309	52	471	234	109	703	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	309	52	471	234	109	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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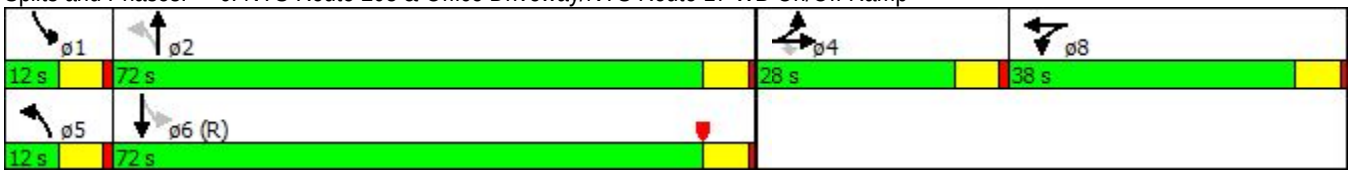
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.19	0.16	0.48	0.15	0.22	0.74	
Control Delay		84.8	3.2		82.7	0.3	19.4	29.5	0.1	12.5	25.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.3	19.4	29.5	0.1	12.5	25.2	
Queue Length 50th (ft)		60	0		215	0	22	227	0	36	320	
Queue Length 95th (ft)		109	0		296	0	m51	408	0	m76	#908	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	330	982	1607	493	993	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.19	0.16	0.48	0.15	0.22	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	303	51	462	229	107	689	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	471	0	109	703	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	283	832	707	340	784	39
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1725	86
Grp Volume(v), veh/h	62	0	53	224	0	0	52	471	0	109	0	738
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1810
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	27.9	0.0	5.5	0.0	30.2
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	27.9	0.0	5.5	0.0	30.2
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	283	832	707	340	0	823
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.18	0.57	0.00	0.32	0.00	0.90
Avail Cap(c_a), veh/h	252	0	219	381	0	348	309	832	707	340	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.70	0.70	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	24.9	31.3	0.0	23.6	0.0	5.1
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.2	1.9	0.0	0.5	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	15.0	0.0	2.6	0.0	16.4
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	25.1	33.3	0.0	24.2	0.0	19.7
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			523			847	
Approach Delay, s/veh		74.6			74.5			32.5			20.2	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	7.5	29.9		7.3	4.3	32.2		20.5
Green Ext Time (p_c), s	0.0	7.4		0.1	0.0	7.3		0.5

Intersection Summary			
HCM 2010 Ctrl Delay		34.7	
HCM 2010 LOS		C	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	930	883	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1826	0
Flt Permitted	0.988			0.979		
Satd. Flow (perm)	1913	0	0	1808	1826	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	939	892	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	958	902	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.09			0.82	0.77	
Control Delay	15.6			12.7	10.4	
Queue Delay	0.0			0.3	0.4	
Total Delay	15.6			13.0	10.8	
Queue Length 50th (ft)	1			136	119	
Queue Length 95th (ft)	22			280	237	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	695			1808	1826	
Starvation Cap Reductn	0			304	407	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.64	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 47.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	930	883	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	939	892	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	31	94	79	1377	1375	15
Arrive On Green	0.08	0.08	0.74	0.74	0.74	0.74
Sat Flow, veh/h	416	1249	14	1869	1866	21
Grp Volume(v), veh/h	25	0	958	0	0	902
Grp Sat Flow(s),veh/h/ln	1735	0	1883	0	0	1887
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	12.8
Cycle Q Clear(g_c), s	0.7	0.0	14.1	0.0	0.0	12.8
Prop In Lane	0.24	0.72	0.02			0.01
Lane Grp Cap(c), veh/h	130	0	1456	0	0	1390
V/C Ratio(X)	0.19	0.00	0.66	0.00	0.00	0.65
Avail Cap(c_a), veh/h	522	0	2658	0	0	2625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	3.7	0.0	0.0	3.5
Incr Delay (d2), s/veh	0.7	0.0	0.5	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	7.4	0.0	0.0	6.5
LnGrp Delay(d),s/veh	23.8	0.0	4.2	0.0	0.0	4.0
LnGrp LOS	C		A			A
Approach Vol, veh/h	25			958	902	
Approach Delay, s/veh	23.8			4.2	4.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				44.2		9.0		44.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				16.1		2.7		14.8
Green Ext Time (p_c), s				23.1		0.0		23.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	872	881	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.994		
Satd. Flow (perm)	1706	0	0	1833	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	958	968	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	965	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.82	0.80	
Control Delay	17.9			12.8	11.5	
Queue Delay	0.0			0.0	0.1	
Total Delay	17.9			12.8	11.6	
Queue Length 50th (ft)	1			136	133	
Queue Length 95th (ft)	16			273	260	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	625			1833	1898	
Starvation Cap Reductn	0			0	120	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.53	0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 46.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	872	881	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	958	968	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	48	68	70	1358	1400	6
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	653	914	3	1834	1891	8
Grp Volume(v), veh/h	13	0	965	0	0	972
Grp Sat Flow(s),veh/h/ln	1697	0	1837	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	14.7
Cycle Q Clear(g_c), s	0.4	0.0	15.4	0.0	0.0	14.7
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	126	0	1428	0	0	1406
V/C Ratio(X)	0.10	0.00	0.68	0.00	0.00	0.69
Avail Cap(c_a), veh/h	503	0	2573	0	0	2604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	3.8	0.0	0.0	3.7
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.7	0.0	0.0	7.5
LnGrp Delay(d),s/veh	23.7	0.0	4.4	0.0	0.0	4.3
LnGrp LOS	C		A			A
Approach Vol, veh/h	13			965	972	
Approach Delay, s/veh	23.7			4.4	4.3	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		17.4		2.4		16.7		
Green Ext Time (p_c), s		22.6		0.0		22.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	858	816	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1726	0	0	1816	1797	0
Flt Permitted	0.988			0.954		
Satd. Flow (perm)	1726	0	0	1736	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	876	833	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	912	844	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.82	0.73	
Control Delay	14.3			13.3	9.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.3			13.3	9.8	
Queue Length 50th (ft)	2			131	108	
Queue Length 95th (ft)	31			291	229	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	674			1736	1797	
Starvation Cap Reductn	0			52	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.54	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 47.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	858	816	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	876	833	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	34	101	99	1284	1318	17
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	419	1257	33	1786	1834	24
Grp Volume(v), veh/h	45	0	912	0	0	844
Grp Sat Flow(s),veh/h/ln	1714	0	1820	0	0	1858
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	1.2	0.0	13.2	0.0	0.0	11.6
Prop In Lane	0.24	0.73	0.04			0.01
Lane Grp Cap(c), veh/h	138	0	1383	0	0	1335
V/C Ratio(X)	0.33	0.00	0.66	0.00	0.00	0.63
Avail Cap(c_a), veh/h	585	0	2695	0	0	2727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	3.8	0.0	0.0	3.6
Incr Delay (d2), s/veh	1.4	0.0	0.5	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.8	0.0	0.0	5.8
LnGrp Delay(d),s/veh	23.0	0.0	4.4	0.0	0.0	4.1
LnGrp LOS	C		A			A
Approach Vol, veh/h	45			912	844	
Approach Delay, s/veh	23.0			4.4	4.1	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				40.8		9.0		40.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				15.2		3.2		13.6
Green Ext Time (p_c), s				20.6		0.1		20.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	856	13	1	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1815	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1815	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	873	13	1	832
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	886	0	0	833
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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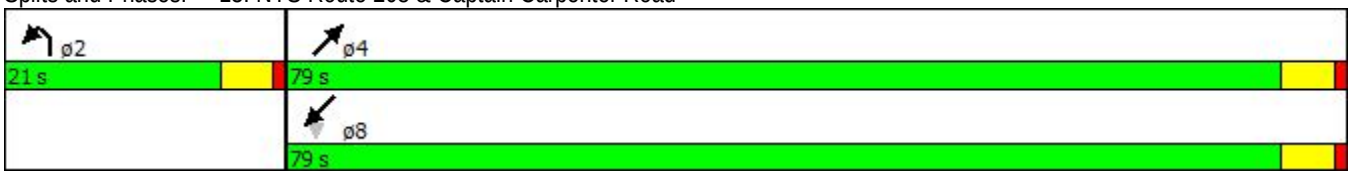
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.05		0.79			0.75
Control Delay	20.2		12.1			10.5
Queue Delay	0.0		0.0			0.2
Total Delay	20.2		12.1			10.8
Queue Length 50th (ft)	2		118			105
Queue Length 95th (ft)	17		238			209
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	660		1815			1808
Starvation Cap Reductn	0		0			352
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.49			0.57

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 43.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	856	13	1	815
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1881	1900	1890	1872
Adj Flow Rate, veh/h	12	1	873	13	1	832
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	131	11	1306	19	76	1321
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1566	131	1849	28	0	1871
Grp Volume(v), veh/h	14	0	0	886	833	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1877	1871	0
Q Serve(g_s), s	0.3	0.0	0.0	12.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	12.5	11.2	0.0
Prop In Lane	0.86	0.07		0.01	0.00	
Lane Grp Cap(c), veh/h	153	0	0	1325	1397	0
V/C Ratio(X)	0.09	0.00	0.00	0.67	0.60	0.00
Avail Cap(c_a), veh/h	614	0	0	2915	2979	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	3.9	3.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.4	5.7	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	4.5	4.1	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		886			833
Approach Delay, s/veh	20.4		4.5			4.1
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		38.6				38.6
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.3		14.5				13.2
Green Ext Time (p_c), s		0.0		19.1				19.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	853	814	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1837	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1795	1837	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	907	866	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	911	869	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.81	0.75	
Control Delay	18.5			12.4	10.2	
Queue Delay	0.0			0.3	0.0	
Total Delay	18.5			12.7	10.2	
Queue Length 50th (ft)	0			122	110	
Queue Length 95th (ft)	8			239	206	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	651			1795	1837	
Starvation Cap Reductn	0			334	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.62	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 43.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	853	814	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	907	866	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	55	55	73	1338	1363	5
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	690	690	2	1858	1892	7
Grp Volume(v), veh/h	5	0	911	0	0	869
Grp Sat Flow(s),veh/h/ln	1725	0	1860	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	11.8
Cycle Q Clear(g_c), s	0.1	0.0	13.4	0.0	0.0	11.8
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	138	0	1412	0	0	1368
V/C Ratio(X)	0.04	0.00	0.65	0.00	0.00	0.64
Avail Cap(c_a), veh/h	551	0	2812	0	0	2808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	3.8	0.0	0.0	3.6
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	21.3	0.0	4.3	0.0	0.0	4.1
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			911	869	
Approach Delay, s/veh	21.3			4.3	4.1	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.0		9.0		41.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				15.4		2.1		13.8
Green Ext Time (p_c), s				20.6		0.0		20.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	845	11	18	806
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	899	12	19	857
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	911	0	0	876
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.13		0.80			0.79
Control Delay	15.3		12.5			12.1
Queue Delay	0.0		0.0			0.1
Total Delay	15.3		12.5			12.2
Queue Length 50th (ft)	3		125			118
Queue Length 95th (ft)	27		265			254
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	638		1815			1775
Starvation Cap Reductn	0		0			165
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.50			0.54

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 45
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	845	11	18	806
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1881	1900	1900	1882
Adj Flow Rate, veh/h	13	21	899	12	19	857
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	50	81	1338	18	83	1327
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	634	1024	1852	25	14	1838
Grp Volume(v), veh/h	35	0	0	911	876	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1877	1852	0
Q Serve(g_s), s	1.0	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	13.2	12.2	0.0
Prop In Lane	0.37	0.60		0.01	0.02	
Lane Grp Cap(c), veh/h	135	0	0	1355	1410	0
V/C Ratio(X)	0.26	0.00	0.00	0.67	0.62	0.00
Avail Cap(c_a), veh/h	542	0	0	2757	2755	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	3.8	3.6	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	6.8	6.3	0.0
LnGrp Delay(d),s/veh	22.8	0.0	0.0	4.4	4.1	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	35		911			876
Approach Delay, s/veh	22.8		4.4			4.1
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.4				41.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		15.2				14.2
Green Ext Time (p_c), s		0.0		21.2				21.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	837	18	5	807	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.997			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1874	0	0	1861	0
Flt Permitted		0.773			0.828			0.991			0.996	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1859	0	0	1854	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			3			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	872	19	5	841	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	901	0	0	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.08			0.12			0.79			0.75	
Control Delay		19.4			17.8			12.0			10.6	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		19.4			17.8			12.1			10.6	
Queue Length 50th (ft)		3			4			121			109	
Queue Length 95th (ft)		20			25			253			225	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		551			601			1859			1854	
Starvation Cap Reductn		0			0			173			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.04			0.53			0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	837	18	5	807	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	872	19	5	841	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	191	26	28	160	32	47	78	1300	28	75	1320	6
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	803	318	345	593	388	577	6	1819	39	2	1846	9
Grp Volume(v), veh/h	17	0	0	27	0	0	901	0	0	850	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1557	0	0	1864	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.7	0.0	0.0	13.0	0.0	0.0	11.8	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.01		0.02	0.01		0.00
Lane Grp Cap(c), veh/h	245	0	0	238	0	0	1407	0	0	1401	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.64	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	617	0	0	636	0	0	2826	0	0	2823	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	21.0	0.0	0.0	3.8	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.0	6.7	0.0	0.0	5.8	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	21.2	0.0	0.0	4.3	0.0	0.0	4.1	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		17			27			901			850	
Approach Delay, s/veh		21.0			21.2			4.3			4.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		40.1		9.0		40.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		2.7		15.0		2.4		13.8
Green Ext Time (p_c), s		0.1		20.1		0.1		20.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	653	16	14	582	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.988	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Flt Permitted		0.722			0.836			0.977			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1781	0	0	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			3			14	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	687	17	15	613	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	723	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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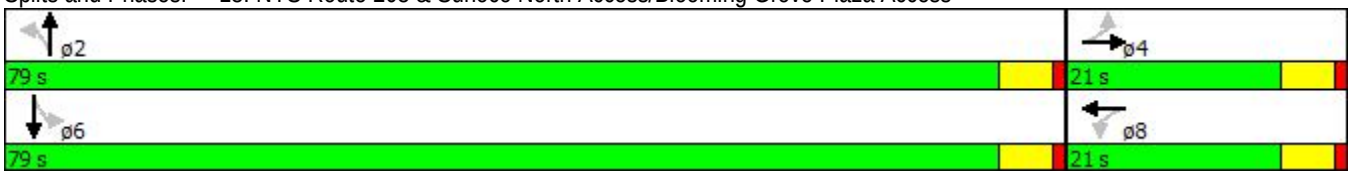
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.11			0.13			0.74			0.71	
Control Delay		16.3			12.6			11.5			10.7	
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		16.3			12.6			11.5			10.8	
Queue Length 50th (ft)		4			3			85			78	
Queue Length 95th (ft)		23			25			182			167	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		646			746			1781			1756	
Starvation Cap Reductn		0			0			24			348	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.41			0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 37	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	653	16	14	582	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	687	17	15	613	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	325	18	13	207	33	86	111	1112	27	108	1020	101
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1282	164	116	575	299	787	17	1799	44	12	1650	164
Grp Volume(v), veh/h	27	0	0	38	0	0	723	0	0	690	0	0
Grp Sat Flow(s),veh/h/ln	1563	0	0	1661	0	0	1859	0	0	1826	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.7	0.0	0.0	8.7	0.0	0.0	8.4	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.02	0.02		0.09
Lane Grp Cap(c), veh/h	356	0	0	326	0	0	1250	0	0	1229	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.12	0.00	0.00	0.58	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	844	0	0	851	0	0	3790	0	0	3729	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	14.9	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	4.6	0.0	0.0	4.2	0.0	0.0
LnGrp Delay(d),s/veh	14.9	0.0	0.0	15.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			723			690	
Approach Delay, s/veh		14.9			15.0			4.8			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.7		9.0		27.7		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		10.7		2.5		10.4		2.7
Green Ext Time (p_c), s		12.0		0.2		12.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	797	2	2	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.230	
Satd. Flow (perm)	1998	0	1844	1583	441	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	813	2	2	838
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	813	2	2	838
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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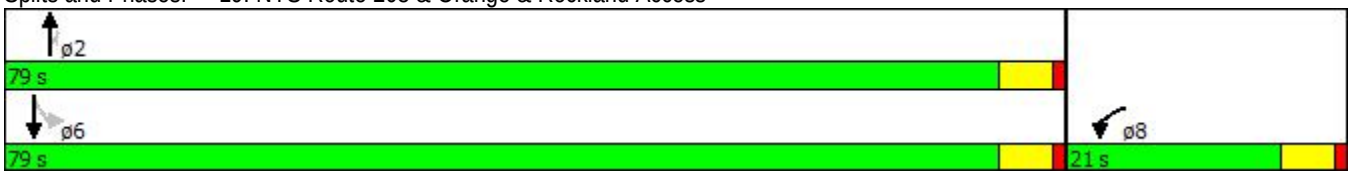
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.76	0.00	0.01	0.76
Control Delay	15.0		11.2	2.0	3.0	11.0
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	15.0		11.2	2.0	3.0	11.1
Queue Length 50th (ft)	0		96	0	0	99
Queue Length 95th (ft)	7		187	1	1	190
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	862		1844	1583	441	1900
Starvation Cap Reductn	0		0	0	0	160
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.44	0.00	0.00	0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 38	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	797	2	2	821
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	813	2	2	838
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	69	69	1243	1067	454	1281
Arrive On Green	0.09	0.09	0.67	0.67	0.67	0.67
Sat Flow, veh/h	739	739	1844	1583	688	1900
Grp Volume(v), veh/h	5	0	813	2	2	838
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	688	1900
Q Serve(g_s), s	0.1	0.0	11.0	0.0	0.1	11.0
Cycle Q Clear(g_c), s	0.1	0.0	11.0	0.0	11.1	11.0
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	172	0	1243	1067	454	1281
V/C Ratio(X)	0.03	0.00	0.65	0.00	0.00	0.65
Avail Cap(c_a), veh/h	689	0	3177	2727	1176	3274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	4.1	2.3	7.3	4.1
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.6	0.0	0.0	5.8
LnGrp Delay(d),s/veh	17.8	0.0	4.7	2.3	7.3	4.7
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		815			840
Approach Delay, s/veh	17.8		4.7			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		33.9				33.9		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		13.0				13.1		2.1
Green Ext Time (p_c), s		15.8				15.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	443	251	0	427	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1810	1591	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1810	1591	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	521	295	0	502	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	521	295	0	502	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	816	502	271
Demand Flow Rate, veh/h	832	507	279
Vehicles Circulating, veh/h	0	277	531
Vehicles Exiting, veh/h	784	533	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	9.2	8.8
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	531	301	507	279
Cap Entry Lane, veh/h	1379	1379	1040	802
Entry HV Adj Factor	0.980	0.980	0.990	0.971
Flow Entry, veh/h	521	295	502	271
Cap Entry, veh/h	1352	1352	1029	779
V/C Ratio	0.385	0.218	0.488	0.348
Control Delay, s/veh	6.2	4.5	9.2	8.8
LOS	A	A	A	A
95th %tile Queue, veh	2	1	3	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	154	842	36	125	853
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.875		0.994			
Flt Protected	0.992					0.994
Satd. Flow (prot)	3032	0	3580	0	0	3366
Flt Permitted	0.992					0.994
Satd. Flow (perm)	3032	0	3580	0	0	3366
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			585
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	166	905	39	134	917
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	944	0	0	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	944	1051
Demand Flow Rate, veh/h	222	956	1051
Vehicles Circulating, veh/h	914	134	34
Vehicles Exiting, veh/h	176	951	1102
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.0	7.1	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.153	0.847	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	188	449	507	494	557
Cap Entry Lane, veh/h	581	630	1192	1206	1307	1311
Entry HV Adj Factor	1.000	0.883	0.988	0.987	1.000	1.000
Flow Entry, veh/h	34	166	444	500	494	557
Cap Entry, veh/h	581	557	1178	1190	1307	1311
V/C Ratio	0.059	0.298	0.377	0.420	0.378	0.425
Control Delay, s/veh	6.9	10.7	6.8	7.3	6.3	6.9
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	1	2	2	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	188	25	653	205	29	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	221	29	768	241	34	740
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	0	768	241	0	774
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	250	1009	774
Demand Flow Rate, veh/h	255	1022	782
Vehicles Circulating, veh/h	776	35	225
Vehicles Exiting, veh/h	35	972	806
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.9	8.2	6.8
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.300
Entry Flow, veh/h	255	776	246	368	414
Cap Entry Lane, veh/h	625	1331	1332	1096	1120
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	250	768	241	364	410
Cap Entry, veh/h	612	1318	1306	1083	1109
V/C Ratio	0.408	0.583	0.185	0.336	0.370
Control Delay, s/veh	11.9	9.4	4.3	6.7	7.0
LOS	B	A	A	A	A
95th %tile Queue, veh	2	4	1	1	2

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1753	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1753	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	708	0	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.57			0.44	0.77	
Control Delay	9.5			8.3	48.2	
Queue Delay	0.4			0.0	0.0	
Total Delay	9.9			8.3	48.2	
Queue Length 50th (ft)	160			122	145	
Queue Length 95th (ft)	319			233	211	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1249			1293	413	
Starvation Cap Reductn	187			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.43	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	425	226	3	513	245	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	462	246	3	558	266	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	838	446	42	1364	304	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1170	623	2	1905	1762	13
Grp Volume(v), veh/h	0	708	561	0	269	0
Grp Sat Flow(s),veh/h/ln	0	1793	1907	0	1782	0
Q Serve(g_s), s	0.0	16.7	0.0	0.0	13.2	0.0
Cycle Q Clear(g_c), s	0.0	16.7	10.6	0.0	13.2	0.0
Prop In Lane		0.35	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1284	1406	0	308	0
V/C Ratio(X)	0.00	0.55	0.40	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1284	1406	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	5.1	0.0	36.3	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.8	0.0	13.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	5.8	0.0	7.6	0.0
LnGrp Delay(d),s/veh	0.0	7.7	6.0	0.0	49.7	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	708			561	269	
Approach Delay, s/veh	7.7			6.0	49.7	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.5				69.5		20.5
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		18.7				12.6		15.2
Green Ext Time (p_c), s		4.7				4.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1858	1583	1900	1464	479	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		203		137		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	203	732	232	205	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Maximum Green (s)	20.0	15.0	90.0	20.0	15.0	110.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.67	0.40	0.55	0.18	0.44	0.60
Control Delay	73.6	7.5	12.3	1.1	6.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	7.5	12.3	1.1	6.0	7.0
Queue Length 50th (ft)	120	0	280	9	32	229
Queue Length 95th (ft)	193	61	465	26	60	380
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	562	1340	1318	515	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.36	0.55	0.18	0.40	0.60

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 135.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	195	703	223	197	831
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	203	732	232	205	866
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	242	302	1355	1322	438	1523
Arrive On Green	0.13	0.13	0.71	0.71	0.05	0.80
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	203	732	232	205	866
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	15.4	24.8	3.8	4.1	23.1
Cycle Q Clear(g_c), s	9.8	15.4	24.8	3.8	4.1	23.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	302	1355	1322	438	1523
V/C Ratio(X)	0.58	0.67	0.54	0.18	0.47	0.57
Avail Cap(c_a), veh/h	270	328	1355	1322	543	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	52.9	9.2	2.0	8.0	5.2
Incr Delay (d2), s/veh	2.5	4.8	1.5	0.3	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.6	13.4	3.1	2.4	12.7
LnGrp Delay(d),s/veh	58.9	57.7	10.8	2.3	8.8	6.7
LnGrp LOS	E	E	B	A	A	A
Approach Vol, veh/h	343		964			1071
Approach Delay, s/veh	58.2		8.7			7.1
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.7	103.3				115.0		22.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	6.1	26.8				25.1		17.4
Green Ext Time (p_c), s	0.5	15.5				15.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	78	677	225	419	663
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1710	0	1872	1591	1823	1900
Flt Permitted	0.970				0.225	
Satd. Flow (perm)	1710	0	1872	1591	432	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			151		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	81	705	234	436	691
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	0	705	234	436	691
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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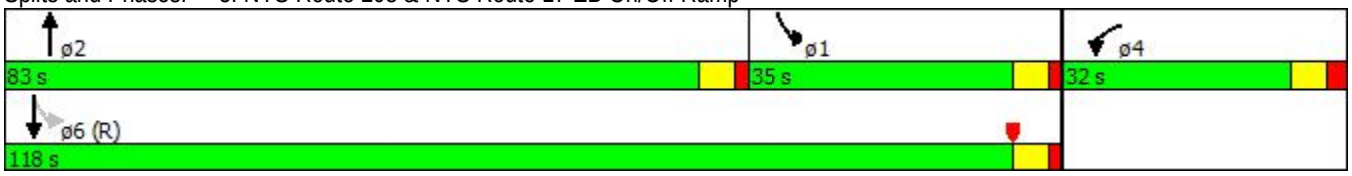
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.84		0.69	0.15	0.71	0.47
Control Delay	84.5		29.8	0.2	26.7	4.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	84.5		29.8	0.2	26.7	4.2
Queue Length 50th (ft)	187		491	0	130	125
Queue Length 95th (ft)	275		684	0	m230	m246
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1027	1591	611	1486
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.69		0.69	0.15	0.71	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	78	677	225	419	663
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1860	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	705	0	436	691
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	568	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1758	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	705	0	436	691
Grp Sat Flow(s),veh/h/ln	1772	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	43.8	0.0	8.7	0.0
Cycle Q Clear(g_c), s	10.9	0.0	43.8	0.0	8.7	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	568	1425
V/C Ratio(X)	0.84	0.00	0.73	0.00	0.77	0.48
Avail Cap(c_a), veh/h	301	0	967	822	568	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.28	0.28
Uniform Delay (d), s/veh	67.4	0.0	28.1	0.0	31.3	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.8	0.0	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	23.8	0.0	13.1	0.1
LnGrp Delay(d),s/veh	72.1	0.0	32.9	0.0	32.9	0.3
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		705			1127
Approach Delay, s/veh	72.1		32.9			12.9
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	10.7	45.8		12.9		2.0		
Green Ext Time (p_c), s	1.2	2.1		0.3		1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.993	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.982			0.955		0.113			0.366		
Satd. Flow (perm)	0	1750	0	0	1833	1631	218	1782	1591	675	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	332	54	438	313	149	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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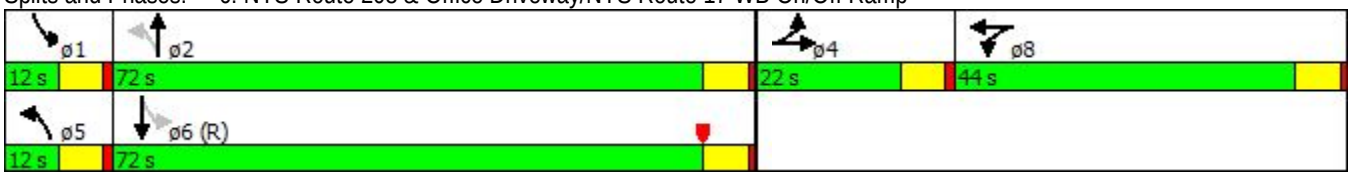
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0		38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.66			0.89	0.20	0.28	0.50	0.20	0.33	0.92	
Control Delay		71.7			81.5	0.3	27.8	35.6	0.2	22.5	44.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	27.8	35.6	0.2	22.5	44.5	
Queue Length 50th (ft)		72			331	0	28	230	0	75	426	
Queue Length 95th (ft)		133			437	0	m51	386	0	m109	#1143	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	191	880	1591	451	886	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.20	0.28	0.50	0.20	0.33	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	126	840	700	374	780	40
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1721	89
Grp Volume(v), veh/h	98	0	0	348	0	0	54	438	0	149	0	813
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1810
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	126	840	700	374	0	821
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.43	0.52	0.00	0.40	0.00	0.99
Avail Cap(c_a), veh/h	184	0	0	464	0	413	151	840	700	374	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.67	0.67	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	34.8	30.5	0.0	26.9	0.0	6.7
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	1.5	1.5	0.0	0.7	0.0	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.3	13.5	0.0	3.5	0.0	33.3
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	36.4	32.1	0.0	27.6	0.0	35.9
LnGrp LOS	E			E			D	C		C		D
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		77.6			78.1			32.5			34.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	27.0		10.4	4.4	63.6		29.9
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	1.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	839	964	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1741	0	1668	1492
Flt Permitted	0.192				0.950	
Satd. Flow (perm)	339	1747	1741	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	865	994	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	865	1027	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Thru	Thru	Thru		Left	Right
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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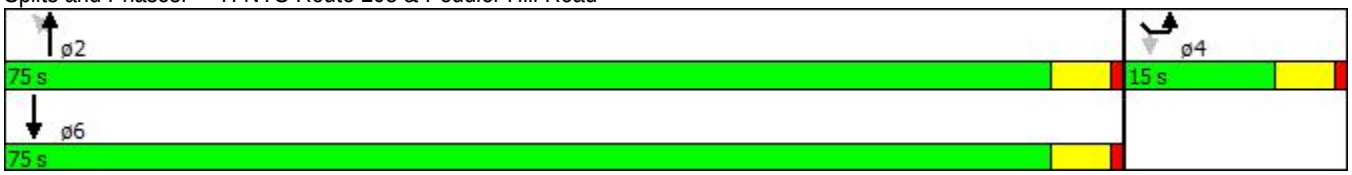
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.22	0.59	0.71		0.15	0.20
Control Delay	4.7	5.6	7.9		29.7	12.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.7	5.6	7.9		29.7	12.3
Queue Length 50th (ft)	5	116	168		10	0
Queue Length 95th (ft)	19	245	381		49	34
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	326	1680	1675		467	457
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.19	0.51	0.61		0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 48.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	839	964	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	865	994	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	368	1341	1291	43	99	89
Arrive On Green	0.72	0.72	0.72	0.72	0.06	0.06
Sat Flow, veh/h	555	1872	1802	60	1791	1599
Grp Volume(v), veh/h	61	865	0	1027	38	55
Grp Sat Flow(s),veh/h/ln	555	1872	0	1862	1791	1599
Q Serve(g_s), s	3.4	10.7	0.0	15.3	0.9	1.5
Cycle Q Clear(g_c), s	18.7	10.7	0.0	15.3	0.9	1.5
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	368	1341	0	1334	99	89
V/C Ratio(X)	0.17	0.64	0.00	0.77	0.38	0.62
Avail Cap(c_a), veh/h	857	2988	0	2972	408	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	3.3	0.0	3.9	20.0	20.3
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.4	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.4	0.0	7.6	0.5	0.7
LnGrp Delay(d),s/veh	9.9	3.5	0.0	4.3	20.9	22.9
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		926	1027		93	
Approach Delay, s/veh		3.9	4.3		22.1	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		36.4		7.4		36.4		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		20.7		3.5		17.3		
Green Ext Time (p_c), s		10.7		0.1		10.8		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	749	909	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1858	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	814	988	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	819	1054	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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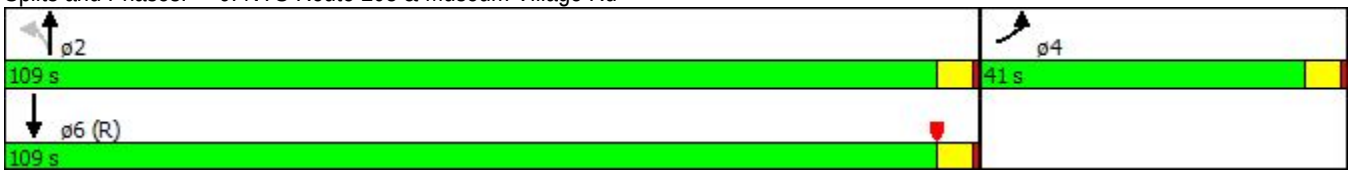
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Maximum Green (s)	36.0		104.0	104.0	104.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.53			0.66	0.82	
Control Delay	54.5			7.8	22.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			7.8	22.9	
Queue Length 50th (ft)	184			131	674	
Queue Length 95th (ft)	272			166	903	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.66	0.82	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	749	909	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	814	988	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	26	1290	1246	83
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	3	1860	1797	120
Grp Volume(v), veh/h	217	0	819	0	0	1054
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1917
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	56.2
Cycle Q Clear(g_c), s	16.0	0.0	35.8	0.0	0.0	56.2
Prop In Lane	0.93	0.07	0.01			0.06
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1329
V/C Ratio(X)	0.51	0.00	0.62	0.00	0.00	0.79
Avail Cap(c_a), veh/h	423	0	1316	0	0	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	12.5	0.0	0.0	15.7
Incr Delay (d2), s/veh	4.4	0.0	0.7	0.0	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	18.7	0.0	0.0	31.1
LnGrp Delay(d),s/veh	53.8	0.0	13.2	0.0	0.0	20.6
LnGrp LOS	D		B			C
Approach Vol, veh/h	217			819	1054	
Approach Delay, s/veh	53.8			13.2	20.6	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		37.8		18.0		58.2		
Green Ext Time (p_c), s		8.4		0.6		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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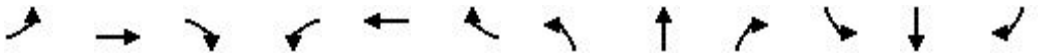

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	31	278	313	290	37	135	191	173	162	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1791	0	1668	1818	1583	1661	1601	0	1762	1821	0
Flt Permitted	0.312			0.209			0.613			0.177		
Satd. Flow (perm)	528	1791	0	367	1818	1505	1048	1601	0	328	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	35	312	352	326	42	152	215	194	182	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	435	0	312	352	326	42	367	0	194	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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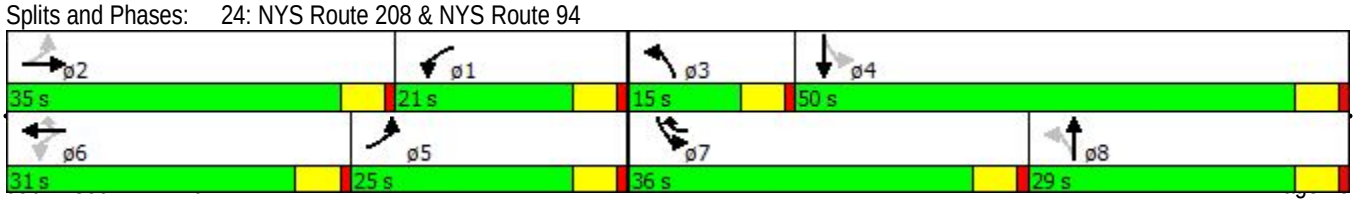
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Maximum Green (s)	20.0	30.0		16.0	26.0	31.0	10.0	24.0		31.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.86		0.87	0.56	0.36	0.13	0.99		0.57	0.35	
Control Delay	18.9	54.0		60.0	36.9	2.6	20.2	86.7		26.7	26.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	54.0		60.0	36.9	2.6	20.2	86.7		26.7	26.3	
Queue Length 50th (ft)	13	270		126	219	3	16	245		83	113	
Queue Length 95th (ft)	34	#472		#325	#382	27	37	#466		132	183	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	519		359	624	1101	402	370		566	796	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.84		0.87	0.56	0.30	0.10	0.99		0.34	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 104
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	31	278	313	290	37	135	191	173	162	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	35	312	352	326	42	152	215	194	182	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	463	434	38	348	414	505	366	168	238	300	456	128
Arrive On Green	0.21	0.28	0.28	0.15	0.22	0.22	0.03	0.24	0.24	0.10	0.32	0.32
Sat Flow, veh/h	1737	1534	134	1792	1881	1547	1723	693	980	1828	1426	400
Grp Volume(v), veh/h	39	0	435	312	352	326	42	0	367	194	0	233
Grp Sat Flow(s),veh/h/ln	1737	0	1668	1792	1881	1547	1723	0	1673	1828	0	1826
Q Serve(g_s), s	0.0	0.0	22.9	11.4	16.2	7.2	1.7	0.0	19.3	6.8	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	22.9	11.4	16.2	7.2	1.7	0.0	19.3	6.8	0.0	9.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	463	0	472	348	414	505	366	0	406	300	0	584
V/C Ratio(X)	0.08	0.00	0.92	0.90	0.85	0.65	0.11	0.00	0.90	0.65	0.00	0.40
Avail Cap(c_a), veh/h	477	0	553	396	540	608	511	0	443	736	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	31.5	36.1	33.9	9.2	24.8	0.0	33.3	23.2	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.0	17.9	19.4	7.9	0.9	0.1	0.0	19.7	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.9	9.5	9.3	3.4	0.8	0.0	11.1	3.4	0.0	4.6
LnGrp Delay(d),s/veh	27.8	0.0	49.4	55.5	41.7	10.1	24.9	0.0	52.9	24.1	0.0	24.2
LnGrp LOS	C		D	E	D	B	C		D	C		C
Approach Vol, veh/h		474			990			409			427	
Approach Delay, s/veh		47.6			35.6			50.1			24.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	30.6	7.4	33.9	24.3	24.9	14.4	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	13.4	24.9	3.7	11.0	2.0	18.2	8.8	21.3
Green Ext Time (p_c), s	0.2	0.7	0.0	2.3	0.6	1.7	0.6	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	315	51	416	297	142	734	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.968			0.955		0.131			0.372		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	253	1782	1591	686	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			223		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	332	54	438	313	149	773	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	332	54	438	313	149	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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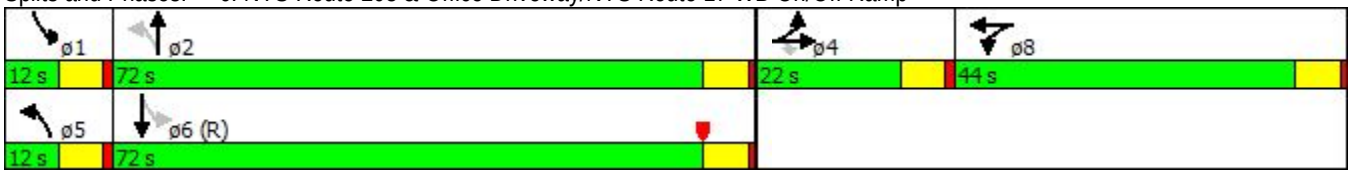
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0	16.0	38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.49	0.23		0.87	0.20	0.25	0.48	0.20	0.31	0.88	
Control Delay		82.9	2.7		77.8	0.3	26.4	34.5	0.2	21.4	39.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	26.4	34.5	0.2	21.4	39.8	
Queue Length 50th (ft)		51	0		331	0	27	230	0	74	426	
Queue Length 95th (ft)		98	0		422	0	m51	386	0	m109	#1143	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	214	918	1591	478	928	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.20	0.25	0.48	0.20	0.31	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	315	51	416	297	142	734	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	438	0	149	773	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	126	840	700	374	780	40
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1721	89
Grp Volume(v), veh/h	53	0	45	348	0	0	54	438	0	149	0	813
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1810
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	25.0	0.0	6.0	0.0	61.6
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	126	840	700	374	0	821
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.43	0.52	0.00	0.40	0.00	0.99
Avail Cap(c_a), veh/h	196	0	172	464	0	413	151	840	700	374	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.67	0.67	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	34.8	30.5	0.0	26.9	0.0	6.7
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	1.5	1.5	0.0	0.7	0.0	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.3	13.5	0.0	2.0	0.0	33.3
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	36.4	32.1	0.0	27.6	0.0	35.9
LnGrp LOS	E		E	E			D	C		C		D
Approach Vol, veh/h		98			348			492			962	
Approach Delay, s/veh		74.8			78.1			32.5			34.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	27.0		6.3	4.4	63.6		29.9
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	1.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	863	975	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1915	0	0	1833	1826	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	899	1016	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	913	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.12			0.74	0.84	
Control Delay	16.7			9.4	13.2	
Queue Delay	0.0			0.4	0.0	
Total Delay	16.7			9.8	13.2	
Queue Length 50th (ft)	2			123	158	
Queue Length 95th (ft)	27			243	328	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	645			1828	1821	
Starvation Cap Reductn	0			415	27	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.65	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	863	975	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	899	1016	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	31	85	71	1436	1414	15
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	448	1232	9	1896	1867	20
Grp Volume(v), veh/h	31	0	913	0	0	1027
Grp Sat Flow(s),veh/h/ln	1736	0	1906	0	0	1887
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	16.7
Cycle Q Clear(g_c), s	1.0	0.0	12.6	0.0	0.0	16.7
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	120	0	1507	0	0	1429
V/C Ratio(X)	0.26	0.00	0.61	0.00	0.00	0.72
Avail Cap(c_a), veh/h	482	0	2484	0	0	2421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	3.2	0.0	0.0	3.7
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.5	0.0	0.0	8.5
LnGrp Delay(d),s/veh	26.6	0.0	3.6	0.0	0.0	4.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			913	1027	
Approach Delay, s/veh	26.6			3.6	4.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.7		9.0		48.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				14.6		3.0		18.7
Green Ext Time (p_c), s				25.7		0.0		25.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	923	962	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	961	1002	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	972	1005	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.83	0.84	
Control Delay	17.6			12.8	13.2	
Queue Delay	0.0			0.0	0.1	
Total Delay	17.6			12.8	13.3	
Queue Length 50th (ft)	1			141	148	
Queue Length 95th (ft)	14			283	296	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	585			1788	1828	
Starvation Cap Reductn	0			0	138	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.54	0.59	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 48.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	923	962	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	961	1002	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	21	85	69	1349	1372	4
Arrive On Green	0.07	0.07	0.75	0.75	0.75	0.75
Sat Flow, veh/h	302	1209	6	1790	1821	5
Grp Volume(v), veh/h	11	0	972	0	0	1005
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	17.1
Cycle Q Clear(g_c), s	0.4	0.0	16.2	0.0	0.0	17.1
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	117	0	1417	0	0	1377
V/C Ratio(X)	0.09	0.00	0.69	0.00	0.00	0.73
Avail Cap(c_a), veh/h	468	0	2386	0	0	2381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	3.7	0.0	0.0	3.8
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	8.1	0.0	0.0	8.4
LnGrp Delay(d),s/veh	25.0	0.0	4.3	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			972	1005	
Approach Delay, s/veh	25.0			4.3	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		47.8		9.0		47.8		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		18.2		2.4		19.1		
Green Ext Time (p_c), s		23.8		0.0		23.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	796	901	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.957		
Satd. Flow (perm)	1724	0	0	1741	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	856	969	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	885	975	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.78	0.83	
Control Delay	14.7			11.4	13.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.7			11.5	13.1	
Queue Length 50th (ft)	3			123	144	
Queue Length 95th (ft)	32			267	313	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	657			1741	1816	
Starvation Cap Reductn	0			61	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.53	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 49.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	796	901	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	856	969	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	30	93	88	1334	1385	9
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	409	1266	26	1798	1867	12
Grp Volume(v), veh/h	46	0	885	0	0	975
Grp Sat Flow(s),veh/h/ln	1712	0	1824	0	0	1879
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	15.1
Cycle Q Clear(g_c), s	1.4	0.0	12.4	0.0	0.0	15.1
Prop In Lane	0.24	0.74	0.03			0.01
Lane Grp Cap(c), veh/h	126	0	1421	0	0	1394
V/C Ratio(X)	0.36	0.00	0.62	0.00	0.00	0.70
Avail Cap(c_a), veh/h	537	0	2482	0	0	2531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	3.4	0.0	0.0	3.8
Incr Delay (d2), s/veh	1.8	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	6.3	0.0	0.0	7.8
LnGrp Delay(d),s/veh	25.6	0.0	3.9	0.0	0.0	4.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			885	975	
Approach Delay, s/veh	25.6			3.9	4.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				45.2		9.0		45.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				14.4		3.4		17.1
Green Ext Time (p_c), s				23.5		0.1		23.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	791	15	5	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1815	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	851	16	5	966
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	867	0	0	971
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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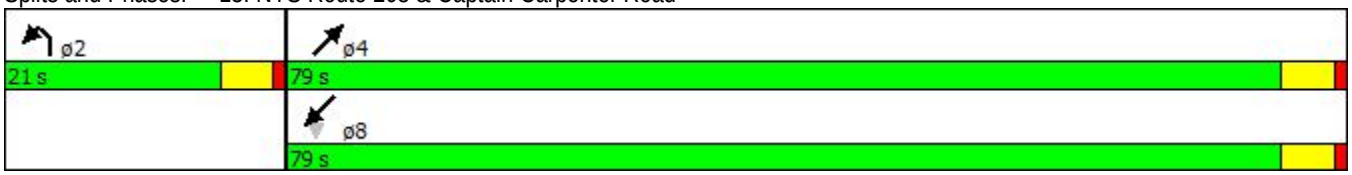
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.08		0.74			0.82
Control Delay	20.8		9.6			12.9
Queue Delay	0.0		0.0			0.0
Total Delay	20.8		9.6			12.9
Queue Length 50th (ft)	3		113			143
Queue Length 95th (ft)	21		224			291
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	589		1815			1820
Starvation Cap Reductn	0		0			19
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.48			0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 48.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	791	15	5	898
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	851	16	5	966
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	82	45	1354	25	70	1386
Arrive On Green	0.08	0.08	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1082	590	1841	35	2	1885
Grp Volume(v), veh/h	18	0	0	867	971	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1875	1887	0
Q Serve(g_s), s	0.5	0.0	0.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	12.0	14.8	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	134	0	0	1379	1456	0
V/C Ratio(X)	0.13	0.00	0.00	0.63	0.67	0.00
Avail Cap(c_a), veh/h	535	0	0	2622	2697	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	3.4	3.8	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	6.2	7.5	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	3.9	4.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	18		867			971
Approach Delay, s/veh	23.3		3.9			4.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		43.9				43.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		14.0				16.8
Green Ext Time (p_c), s		0.0		22.5				22.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	795	902	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	828	940	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	830	942	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.73	0.81	
Control Delay	19.0			9.7	12.0	
Queue Delay	0.0			0.3	0.0	
Total Delay	19.0			9.9	12.0	
Queue Length 50th (ft)	0			102	127	
Queue Length 95th (ft)	5			191	241	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	650			1797	1855	
Starvation Cap Reductn	0			384	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.59	0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	795	902	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	828	940	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	47	47	73	1339	1378	3
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	583	583	1	1860	1914	4
Grp Volume(v), veh/h	3	0	830	0	0	942
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	13.5
Cycle Q Clear(g_c), s	0.1	0.0	11.3	0.0	0.0	13.5
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	140	0	1412	0	0	1381
V/C Ratio(X)	0.02	0.00	0.59	0.00	0.00	0.68
Avail Cap(c_a), veh/h	560	0	2823	0	0	2842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	3.5	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.7	0.0	0.0	7.0
LnGrp Delay(d),s/veh	21.2	0.0	3.9	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	3			830	942	
Approach Delay, s/veh	21.2			3.9	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				40.9		9.0		40.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				13.3		2.1		15.5
Green Ext Time (p_c), s				20.6		0.0		20.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	790	6	18	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	823	6	19	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	829	0	0	943
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.16		0.70			0.82
Control Delay	17.2		8.9			13.2
Queue Delay	0.0		0.0			0.2
Total Delay	17.2		8.9			13.4
Queue Length 50th (ft)	4		105			140
Queue Length 95th (ft)	33		217			304
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	604		1835			1784
Starvation Cap Reductn	0		0			199
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.45			0.59

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	790	6	18	887
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	823	6	19	924
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	58	74	1365	10	82	1335
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	736	940	1884	14	13	1844
Grp Volume(v), veh/h	42	0	0	829	943	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1898	1857	0
Q Serve(g_s), s	1.2	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	10.9	14.1	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	135	0	0	1374	1417	0
V/C Ratio(X)	0.31	0.00	0.00	0.60	0.67	0.00
Avail Cap(c_a), veh/h	541	0	0	2765	2747	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	0.0	0.0	3.4	3.9	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	5.7	7.3	0.0
LnGrp Delay(d),s/veh	23.4	0.0	0.0	3.9	4.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	42		829			943
Approach Delay, s/veh	23.4		3.9			4.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.8				41.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		12.9				16.1
Green Ext Time (p_c), s		0.1		21.0				20.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	781	28	20	867	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1872	0	0	1896	0
Flt Permitted		0.820			0.787			0.998			0.975	
Satd. Flow (perm)	0	1544	0	0	1456	0	0	1869	0	0	1851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			5			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	868	31	22	963	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	902	0	0	994	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.04			0.26			0.74			0.83	
Control Delay		25.2			21.5			10.2			13.6	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		25.2			21.5			10.4			13.6	
Queue Length 50th (ft)		2			10			131			163	
Queue Length 95th (ft)		18			51			287			368	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		544			526			1836			1818	
Starvation Cap Reductn		0			0			285			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.11			0.58			0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	781	28	20	867	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	868	31	22	963	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	158	62	13	185	5	35	65	1343	48	78	1364	13
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	722	816	171	997	66	467	1	1803	64	16	1831	17
Grp Volume(v), veh/h	10	0	0	59	0	0	902	0	0	994	0	0
Grp Sat Flow(s),veh/h/ln	1709	0	0	1529	0	0	1868	0	0	1864	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	0.0	0.0	13.3	0.0	0.0	15.7	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.03	0.02		0.01
Lane Grp Cap(c), veh/h	233	0	0	225	0	0	1457	0	0	1455	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.26	0.00	0.00	0.62	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	590	0	0	570	0	0	2500	0	0	2476	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	24.8	0.0	0.0	3.5	0.0	0.0	3.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.9	0.0	0.0	6.7	0.0	0.0	8.0	0.0	0.0
LnGrp Delay(d),s/veh	24.1	0.0	0.0	25.4	0.0	0.0	3.9	0.0	0.0	4.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		10			59			902			994	
Approach Delay, s/veh		24.1			25.4			3.9			4.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.2		46.6		9.2		46.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		4.0		15.3		2.3		17.7
Green Ext Time (p_c), s		0.2		24.3		0.2		23.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	616	21	11	685	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.752			0.827			0.967			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1761	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	662	23	12	737	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	708	0	0	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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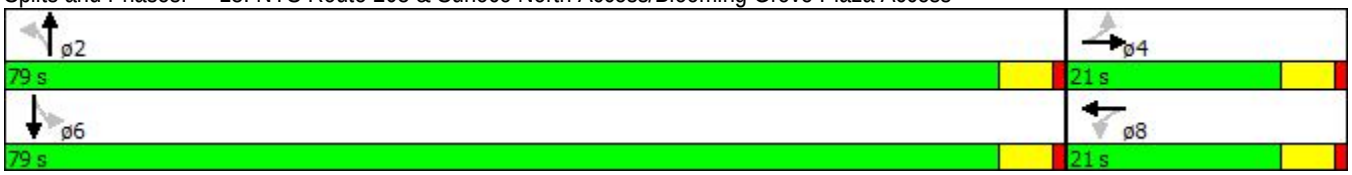
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.12			0.11			0.68			0.77	
Control Delay		18.7			12.5			9.4			11.9	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		18.7			12.5			9.4			12.1	
Queue Length 50th (ft)		5			2			82			103	
Queue Length 95th (ft)		26			21			172			222	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		609			670			1761			1787	
Starvation Cap Reductn		0			0			53			371	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.04			0.41			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 41.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	616	21	11	685	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	662	23	12	737	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	260	36	17	190	23	80	105	1158	39	94	1112	101
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1053	368	171	592	232	824	22	1760	60	8	1690	154
Grp Volume(v), veh/h	28	0	0	30	0	0	708	0	0	817	0	0
Grp Sat Flow(s),veh/h/ln	1592	0	0	1647	0	0	1842	0	0	1852	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	8.4	0.0	0.0	10.9	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.01		0.08
Lane Grp Cap(c), veh/h	313	0	0	293	0	0	1303	0	0	1308	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.10	0.00	0.00	0.54	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	761	0	0	758	0	0	3349	0	0	3405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	16.9	0.0	0.0	3.8	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.3	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	17.0	0.0	0.0	17.1	0.0	0.0	4.2	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			708			817	
Approach Delay, s/veh		17.0			17.1			4.2			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.9		9.0		31.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		10.4		2.5		12.9		2.6
Green Ext Time (p_c), s		14.1		0.2		14.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	752	6	2	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.275	
Satd. Flow (perm)	1862	0	1862	1353	528	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	775	6	2	949
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	775	6	2	949
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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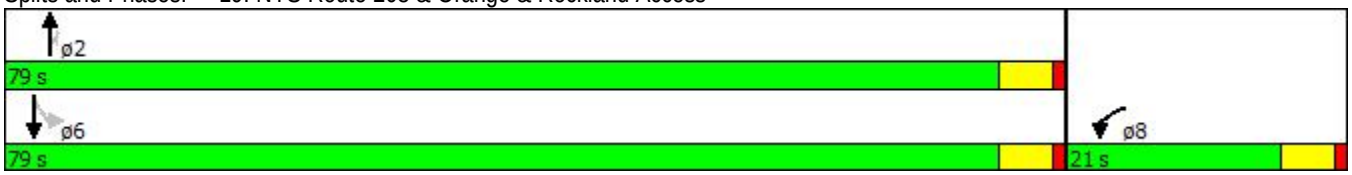
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.04		0.67	0.01	0.01	0.80
Control Delay	19.5		8.2	1.7	2.5	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	19.5		8.2	1.7	2.5	12.1
Queue Length 50th (ft)	2		90	0	0	128
Queue Length 95th (ft)	14		168	2	1	250
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	713		1862	1353	528	1900
Starvation Cap Reductn	0		0	0	0	157
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.42	0.00	0.00	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	752	6	2	921
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	775	6	2	949
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	105	26	1313	954	503	1340
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1243	311	1862	1353	710	1900
Grp Volume(v), veh/h	11	0	775	6	2	949
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	710	1900
Q Serve(g_s), s	0.3	0.0	10.0	0.1	0.1	14.0
Cycle Q Clear(g_c), s	0.3	0.0	10.0	0.1	10.0	14.0
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	144	0	1313	954	503	1340
V/C Ratio(X)	0.08	0.00	0.59	0.01	0.00	0.71
Avail Cap(c_a), veh/h	576	0	2903	2109	1109	2962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	3.5	2.1	6.1	4.1
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.1	0.0	0.0	7.1
LnGrp Delay(d),s/veh	20.3	0.0	4.0	2.1	6.1	4.8
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	11		781			951
Approach Delay, s/veh	20.3		3.9			4.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		38.5				38.5		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		12.0				16.0		2.3
Green Ext Time (p_c), s		17.7				17.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1846	1607	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1846	1607	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	462	246	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	708	561	268
Demand Flow Rate, veh/h	710	561	276
Vehicles Circulating, veh/h	3	274	462
Vehicles Exiting, veh/h	832	464	3
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.1	10.1	7.9
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	462	248	561	276
Cap Entry Lane, veh/h	1375	1375	1043	861
Entry HV Adj Factor	1.000	0.990	1.000	0.971
Flow Entry, veh/h	462	246	561	268
Cap Entry, veh/h	1375	1362	1043	836
V/C Ratio	0.336	0.181	0.538	0.321
Control Delay, s/veh	5.6	4.1	10.1	7.9
LOS	A	A	B	A
95th %tile Queue, veh	1	1	3	1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.911		0.964			
Flt Protected	0.980					0.991
Satd. Flow (prot)	3427	0	3455	0	0	3324
Flt Permitted	0.980					0.991
Satd. Flow (perm)	3427	0	3455	0	0	3324
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			592
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	343	964	1071
Demand Flow Rate, veh/h	346	980	1081
Vehicles Circulating, veh/h	739	215	143
Vehicles Exiting, veh/h	456	1009	942
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	8.0	7.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.413	0.587	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	203	461	519	508	573
Cap Entry Lane, veh/h	683	729	1106	1127	1182	1197
Entry HV Adj Factor	0.979	1.000	0.982	0.984	0.991	0.991
Flow Entry, veh/h	140	203	453	511	503	568
Cap Entry, veh/h	668	729	1087	1110	1171	1186
V/C Ratio	0.209	0.278	0.417	0.460	0.430	0.479
Control Delay, s/veh	7.9	8.2	7.7	8.3	7.5	8.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	687	186	0	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	873	824
Demand Flow Rate, veh/h	204	884	833
Vehicles Circulating, veh/h	694	27	180
Vehicles Exiting, veh/h	27	986	718
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	7.3	6.6
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	204	694	190	392	441
Cap Entry Lane, veh/h	679	1342	1343	1167	1186
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	200	687	186	387	437
Cap Entry, veh/h	666	1329	1316	1153	1174
V/C Ratio	0.300	0.517	0.141	0.336	0.372
Control Delay, s/veh	9.2	8.2	3.9	6.4	6.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	1	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	342	134	0	608	316	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	40					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	398	156	0	707	367	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	554	0	0	707	368	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Maximum Green (s)	55.0		55.0	55.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.50			0.62	0.85	
Control Delay	10.4			13.5	50.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.4			13.5	50.9	
Queue Length 50th (ft)	144			226	195	
Queue Length 95th (ft)	216			326	#279	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1112			1144	492	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.50			0.62	0.75	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	342	134	0	608	316	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	398	156	0	707	367	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	822	322	0	1204	405	1
Arrive On Green	0.66	0.66	0.00	0.66	0.23	0.23
Sat Flow, veh/h	1253	491	0	1836	1739	5
Grp Volume(v), veh/h	0	554	0	707	369	0
Grp Sat Flow(s),veh/h/ln	0	1744	0	1836	1749	0
Q Serve(g_s), s	0.0	14.4	0.0	19.4	18.5	0.0
Cycle Q Clear(g_c), s	0.0	14.4	0.0	19.4	18.5	0.0
Prop In Lane		0.28	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1144	0	1204	407	0
V/C Ratio(X)	0.00	0.48	0.00	0.59	0.91	0.00
Avail Cap(c_a), veh/h	0	1144	0	1204	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.8	0.0	8.7	33.6	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	2.1	17.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	0.0	10.3	10.8	0.0
LnGrp Delay(d),s/veh	0.0	9.3	0.0	10.8	50.5	0.0
LnGrp LOS		A		B	D	
Approach Vol, veh/h	554			707	369	
Approach Delay, s/veh	9.3			10.8	50.5	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		64.0				64.0		26.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		16.4				21.4		20.5
Green Ext Time (p_c), s		4.6				4.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Notes

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	170	455	113	246	1166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.384	
Satd. Flow (perm)	1858	1552	1845	1493	671	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		183		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	183	489	122	265	1254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	183	489	122	265	1254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	42.0	17.0	81.0	42.0	17.0	98.0
Total Split (%)	30.0%	12.1%	57.9%	30.0%	12.1%	70.0%
Maximum Green (s)	37.0	12.0	76.0	37.0	12.0	93.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.74	0.31	0.42	0.10	0.45	0.97
Control Delay	63.7	5.6	14.2	0.5	7.7	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	5.6	14.2	0.5	7.7	35.8
Queue Length 50th (ft)	177	0	189	0	54	796
Queue Length 95th (ft)	265	51	319	9	108	#1425
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	555	600	1155	1433	600	1288
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.30	0.42	0.09	0.44	0.97

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 123.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	170	455	113	246	1166
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	183	489	122	265	1254
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	287	365	1213	1297	609	1403
Arrive On Green	0.15	0.15	0.66	0.66	0.07	0.76
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	183	489	122	265	1254
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	14.5	11.8	15.0	1.9	5.5	61.9
Cycle Q Clear(g_c), s	14.5	11.8	15.0	1.9	5.5	61.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	287	365	1213	1297	609	1403
V/C Ratio(X)	0.80	0.50	0.40	0.09	0.44	0.89
Avail Cap(c_a), veh/h	566	614	1213	1297	668	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	41.7	9.7	2.4	6.6	10.7
Incr Delay (d2), s/veh	5.2	1.1	1.0	0.1	0.5	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	5.5	7.9	1.6	2.7	34.2
LnGrp Delay(d),s/veh	54.9	42.7	10.7	2.5	7.1	19.8
LnGrp LOS	D	D	B	A	A	B
Approach Vol, veh/h	413		611			1519
Approach Delay, s/veh	49.5		9.1			17.6
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	85.0				98.0		23.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	12.0	76.0				93.0		37.0
Max Q Clear Time (g_c+I1), s	7.5	17.0				63.9		16.5
Green Ext Time (p_c), s	0.5	20.6				15.5		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	114	626	355	506	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925			0.850		
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1694	0	1818	1575	1753	1881
Flt Permitted	0.978				0.132	
Satd. Flow (perm)	1694	0	1818	1575	244	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35			259		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	123	673	382	544	632
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	673	382	544	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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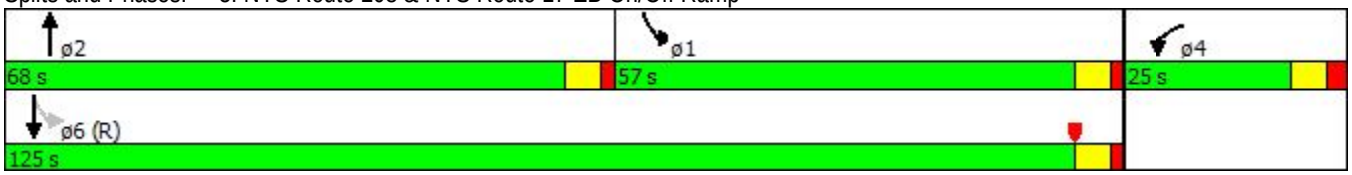
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	25.0		68.0		57.0	125.0
Total Split (%)	16.7%		45.3%		38.0%	83.3%
Maximum Green (s)	18.5		62.5		51.5	119.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.94		0.88	0.24	0.76	0.42
Control Delay	99.4		54.8	0.4	48.9	7.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	99.4		54.8	0.4	48.9	7.2
Queue Length 50th (ft)	184		605	0	446	273
Queue Length 95th (ft)	#348		#842	0	m413	m234
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	239		763	1575	713	1504
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.92		0.88	0.24	0.76	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	114	626	355	506	588
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	673	0	544	632
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	757	656	697	1499
Arrive On Green	0.07	0.00	0.42	0.00	0.23	0.53
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	673	0	544	632
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	51.4	0.0	35.0	30.3
Cycle Q Clear(g_c), s	8.1	0.0	51.4	0.0	35.0	30.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	757	656	697	1499
V/C Ratio(X)	0.82	0.00	0.89	0.00	0.78	0.42
Avail Cap(c_a), veh/h	220	0	757	656	697	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	40.5	0.0	48.0	14.2
Incr Delay (d2), s/veh	5.0	0.0	14.7	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	28.9	0.0	21.0	15.8
LnGrp Delay(d),s/veh	74.1	0.0	55.2	0.0	48.5	14.3
LnGrp LOS	E		E		D	B
Approach Vol, veh/h	98		673			1176
Approach Delay, s/veh	74.1		55.2			30.1
Approach LOS	E		E			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	57.0	68.0		16.6		125.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	51.5	62.5		18.5		119.5		
Max Q Clear Time (g_c+I1), s	37.0	53.4		10.1		32.3		
Green Ext Time (p_c), s	1.4	1.5		0.1		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	167	60	304	358	204	922	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.043			0.490		
Satd. Flow (perm)	0	1709	0	0	1808	1599	81	1731	1607	885	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			368		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	194	70	353	416	237	1072	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	194	70	353	416	237	1109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0		32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%		21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0		26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.59			0.80	0.12	0.53	0.33	0.26	0.36	1.06	
Control Delay		69.2			85.6	0.2	37.2	21.3	0.2	10.8	61.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		69.2			85.6	0.2	37.2	21.3	0.2	10.8	61.0	
Queue Length 50th (ft)		26			184	0	46	158	0	87	~1219	
Queue Length 95th (ft)		#72			249	0	m55	m198	m0	m102	m#1250	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		90			313	1599	134	1079	1607	667	1050	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.56			0.61	0.12	0.52	0.33	0.26	0.36	1.06	

Intersection Summary

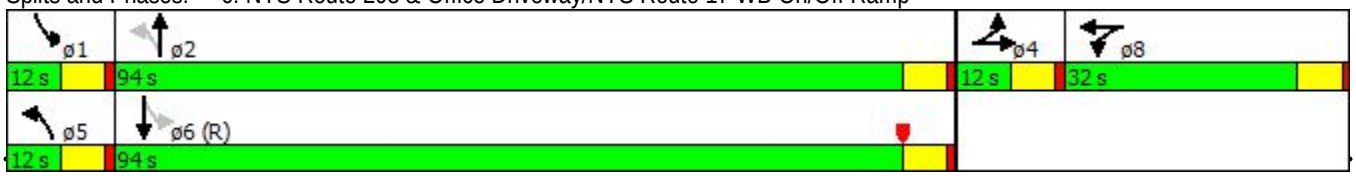
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	167	60	304	358	204	922	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	353	0	237	1072	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	103	1088	943	603	1021	35
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1704	59
Grp Volume(v), veh/h	50	0	0	191	0	0	70	353	0	237	0	1109
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.3	14.6	0.0	6.0	0.0	88.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.3	14.6	0.0	6.0	0.0	88.3
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	103	1088	943	603	0	1056
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.68	0.32	0.00	0.39	0.00	1.05
Avail Cap(c_a), veh/h	68	0	0	313	0	277	125	1088	943	603	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.35	0.35	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	37.4	15.8	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	39.9	0.0	0.0	14.1	0.0	0.0	3.9	0.3	0.0	0.4	0.0	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	8.6	0.0	0.0	1.8	7.5	0.0	4.2	0.0	12.3
LnGrp Delay(d),s/veh	111.2	0.0	0.0	78.3	0.0	0.0	41.3	16.1	0.0	16.1	0.0	41.8
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			423			1346	
Approach Delay, s/veh		111.2			78.3			20.3			37.3	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		11.6	10.1	95.9		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	16.6		6.4	4.3	90.3		17.6
Green Ext Time (p_c), s	0.0	13.1		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	527	1317	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.061				0.950	
Satd. Flow (perm)	106	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			80
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	567	1416	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	567	1425	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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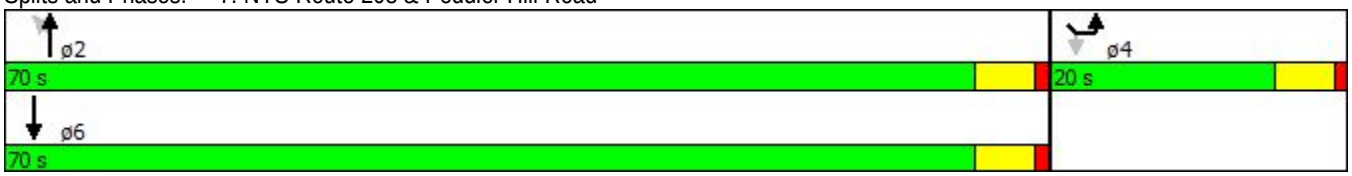
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.45	0.41	1.02		0.06	0.58
Control Delay	25.6	4.0	42.0		34.1	26.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	25.6	4.0	42.0		34.1	26.3
Queue Length 50th (ft)	5	64	~817		4	20
Queue Length 95th (ft)	#65	150	#1184		18	70
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	87	1399	1398		305	338
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.45	0.41	1.02		0.03	0.36

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	527	1317	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	567	1416	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	87	1424	1413	9	169	151
Arrive On Green	0.78	0.78	0.78	0.78	0.10	0.10
Sat Flow, veh/h	373	1818	1805	11	1756	1568
Grp Volume(v), veh/h	39	567	0	1425	9	120
Grp Sat Flow(s),veh/h/ln	373	1818	0	1816	1756	1568
Q Serve(g_s), s	0.0	8.2	0.0	65.0	0.4	6.2
Cycle Q Clear(g_c), s	65.0	8.2	0.0	65.0	0.4	6.2
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	87	1424	0	1422	169	151
V/C Ratio(X)	0.45	0.40	0.00	1.00	0.05	0.80
Avail Cap(c_a), veh/h	87	1424	0	1422	317	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	2.8	0.0	9.0	34.1	36.7
Incr Delay (d2), s/veh	1.4	0.1	0.0	24.3	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	0.0	40.8	0.2	2.9
LnGrp Delay(d),s/veh	42.8	2.9	0.0	33.3	34.1	40.3
LnGrp LOS	D	A		F	C	D
Approach Vol, veh/h		606	1425		129	
Approach Delay, s/veh		5.5	33.3		39.9	
Approach LOS		A	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.0		13.0		70.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		67.0		8.2		67.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	497	1160	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.978	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1767	0
Flt Permitted	0.961			0.724		
Satd. Flow (perm)	1667	0	0	1272	1767	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				27	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	540	1261	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	545	1500	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Maximum Green (s)	15.0		125.0	125.0	125.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.67			0.51	1.02	
Control Delay	80.4			3.8	40.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			3.8	40.7	
Queue Length 50th (ft)	105			47	~1541	
Queue Length 95th (ft)	#189			61	#1810	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1060	1477	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.51	1.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	497	1160	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1869	1938
Adj Flow Rate, veh/h	93	23	5	540	1261	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	25	1157	1274	241
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	1	1389	1528	290
Grp Volume(v), veh/h	117	0	545	0	0	1500
Grp Sat Flow(s),veh/h/ln	1716	0	1390	0	0	1818
Q Serve(g_s), s	9.9	0.0	7.1	0.0	0.0	117.9
Cycle Q Clear(g_c), s	9.9	0.0	125.0	0.0	0.0	117.9
Prop In Lane	0.79	0.20	0.01			0.16
Lane Grp Cap(c), veh/h	172	0	1182	0	0	1515
V/C Ratio(X)	0.68	0.00	0.46	0.00	0.00	0.99
Avail Cap(c_a), veh/h	172	0	1182	0	0	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	8.4	0.0	0.0	11.9
Incr Delay (d2), s/veh	19.7	0.0	0.1	0.0	0.0	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	6.8	0.0	0.0	66.3
LnGrp Delay(d),s/veh	84.9	0.0	8.5	0.0	0.0	32.8
LnGrp LOS	F		A			C
Approach Vol, veh/h	117			545	1500	
Approach Delay, s/veh	84.9			8.5	32.8	
Approach LOS	F			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		127.0		11.9		119.9		
Green Ext Time (p_c), s		0.0		0.1		3.9		

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	492	21	18	1163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.995			0.995	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1753	0	0	1763	0
Flt Permitted		0.986			0.960			0.921			0.989	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1618	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				59		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	518	22	19	1224	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	563	0	0	1294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		18.0	18.0	18.0	91.0	91.0		91.0	91.0	
Total Split (%)	16.2%	16.2%		13.8%	13.8%	13.8%	70.0%	70.0%		70.0%	70.0%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		13.0	13.0	13.0	86.0	86.0		86.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.57	0.13		0.47			1.00	
Control Delay		34.9			64.9	1.4		8.7			43.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		34.9			64.9	1.4		8.7			43.7	
Queue Length 50th (ft)		21			75	0		160			~1056	
Queue Length 95th (ft)		73			138	2		275			#1427	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		300			215	219		1196			1290	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.47	0.11		0.47			1.00	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 116.9
Natural Cycle: 140
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	492	21	18	1163	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1827	1910	1910	1835	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	518	22	19	1224	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	29	6	69	110	21	101	55	1103	46	41	1272	53
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	475	103	1135	1530	288	1411	31	1494	62	13	1723	71
Grp Volume(v), veh/h	83	0	0	101	0	25	563	0	0	1294	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1587	0	0	1807	0	0
Q Serve(g_s), s	5.6	0.0	0.0	6.4	0.0	2.0	0.0	0.0	0.0	32.9	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.4	0.0	2.0	13.7	0.0	0.0	76.6	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.04		0.04	0.01		0.04
Lane Grp Cap(c), veh/h	105	0	0	130	0	101	1204	0	0	1366	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.77	0.00	0.25	0.47	0.00	0.00	0.95	0.00	0.00
Avail Cap(c_a), veh/h	235	0	0	203	0	158	1204	0	0	1366	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.9	0.0	0.0	53.1	0.0	51.1	5.8	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	9.4	0.0	1.3	1.3	0.0	0.0	14.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	3.5	0.0	0.8	7.2	0.0	0.0	43.0	0.0	0.0
LnGrp Delay(d),s/veh	58.9	0.0	0.0	62.5	0.0	52.3	7.1	0.0	0.0	28.6	0.0	0.0
LnGrp LOS	E			E		D	A			C		
Approach Vol, veh/h		83			126			563			1294	
Approach Delay, s/veh		58.9			60.5			7.1			28.6	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		91.0		12.1		91.0		13.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		86.0		16.0		86.0		13.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		8.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	50	271	458	107	71	110	151	104	102	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.913			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1698	0	1604	1749	1538	1645	1536	0	1678	1614	0
Flt Permitted	0.481			0.230			0.512			0.334		
Satd. Flow (perm)	773	1698	0	385	1749	1462	870	1536	0	584	1614	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	54	295	498	116	77	120	164	113	111	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	369	0	295	498	116	77	284	0	113	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	18.0	10.0	22.0		18.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.23	0.83		0.87	0.80	0.16	0.23	0.75		0.33	0.52	
Control Delay	29.3	47.1		51.6	38.6	3.5	21.1	47.3		21.8	27.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.3	47.1		51.6	38.6	3.5	21.1	47.3		21.8	27.2	
Queue Length 50th (ft)	27	193		137	263	6	26	149		40	104	
Queue Length 95th (ft)	61	317		#310	439	24	66	#335		92	226	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	457	854		341	778	867	399	381		456	592	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.43		0.87	0.64	0.13	0.19	0.75		0.25	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 91
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	50	271	458	107	71	110	151	104	102	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.98		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	54	295	498	116	77	120	164	113	111	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	327	360	62	398	568	594	275	149	204	284	161	244
Arrive On Green	0.13	0.27	0.27	0.18	0.31	0.31	0.05	0.22	0.22	0.08	0.25	0.25
Sat Flow, veh/h	1654	1351	232	1723	1810	1514	1706	677	926	1741	649	982
Grp Volume(v), veh/h	61	0	369	295	498	116	77	0	284	113	0	279
Grp Sat Flow(s),veh/h/ln	1654	0	1582	1723	1810	1514	1706	0	1603	1741	0	1631
Q Serve(g_s), s	0.0	0.0	17.2	11.6	20.1	1.8	2.7	0.0	13.0	3.8	0.0	12.0
Cycle Q Clear(g_c), s	0.0	0.0	17.2	11.6	20.1	1.8	2.7	0.0	13.0	3.8	0.0	12.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.58	1.00		0.60
Lane Grp Cap(c), veh/h	327	0	422	398	568	594	275	0	353	284	0	406
V/C Ratio(X)	0.19	0.00	0.87	0.74	0.88	0.20	0.28	0.00	0.80	0.40	0.00	0.69
Avail Cap(c_a), veh/h	542	0	922	428	938	903	412	0	457	555	0	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	27.1	24.9	25.1	5.0	22.3	0.0	28.5	21.6	0.0	26.3
Incr Delay (d2), s/veh	0.1	0.0	2.3	5.3	3.0	0.1	0.2	0.0	6.0	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.8	6.0	10.4	1.0	1.3	0.0	6.3	1.8	0.0	5.4
LnGrp Delay(d),s/veh	29.0	0.0	29.4	30.2	28.0	5.0	22.5	0.0	34.5	21.9	0.0	27.1
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		430			909			361			392	
Approach Delay, s/veh		29.3			25.8			31.9			25.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	25.6	8.8	24.2	15.0	29.2	11.0	22.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	13.6	19.2	4.7	14.0	2.0	22.1	5.8	15.0
Green Ext Time (p_c), s	0.1	1.4	0.0	1.9	1.3	2.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	167	60	304	358	204	922	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.047			0.490		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	89	1731	1607	885	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			194			368		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	194	70	353	416	237	1072	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	194	70	353	416	237	1109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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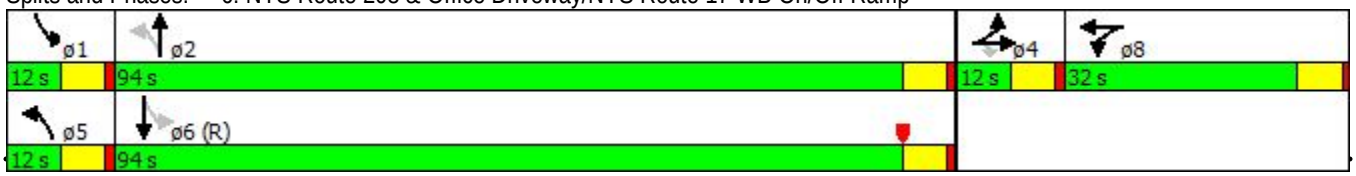
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Maximum Green (s)	6.0	6.0	6.0	26.0	26.0		6.0	88.0		6.0	88.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.39	0.15	0.67	0.15	0.12	0.49	0.32	0.26	0.34	1.04	
Control Delay		86.9	1.9	75.9	58.7	0.2	31.7	20.8	0.2	9.5	52.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.2	31.7	20.8	0.2	9.5	52.9	
Queue Length 50th (ft)		25	0	149	30	0	44	157	0	81	~1187	
Queue Length 95th (ft)		58	0	208	61	0	m54	m203	m0	m97	m#1250	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	144	1094	1607	689	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.12	0.49	0.32	0.26	0.34	1.04	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	167	60	304	358	204	922	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	353	0	237	1072	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	103	1088	943	603	1021	35
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1704	59
Grp Volume(v), veh/h	26	0	24	157	34	0	70	353	0	237	0	1109
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	14.6	0.0	6.0	0.0	88.3
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	14.6	0.0	6.0	0.0	88.3
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	103	1088	943	603	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.68	0.32	0.00	0.39	0.00	1.05
Avail Cap(c_a), veh/h	72	0	63	334	326	277	125	1088	943	603	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.38	0.38	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	37.4	15.8	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	4.2	0.3	0.0	0.4	0.0	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.8	7.5	0.0	3.1	0.0	12.3
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	41.6	16.1	0.0	16.1	0.0	41.8
LnGrp LOS	E		E	E	E		D	B		B		F
Approach Vol, veh/h		50			191			423			1346	
Approach Delay, s/veh		77.0			66.1			20.3			37.3	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	16.6		4.3	4.3	90.3		14.8
Green Ext Time (p_c), s	0.0	13.1		0.0	0.0	0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	523	1290	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901					
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1775	0
Flt Permitted	0.987			0.863		
Satd. Flow (perm)	1877	0	0	1563	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	562	1387	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	576	1392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	18.0		82.0	82.0	82.0	
Total Split (%)	18.0%		82.0%	82.0%	82.0%	
Maximum Green (s)	13.0		77.0	77.0	77.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.31			0.45	0.95	
Control Delay	23.5			3.7	24.1	
Queue Delay	0.0			0.0	12.4	
Total Delay	23.5			3.7	36.6	
Queue Length 50th (ft)	8			64	455	
Queue Length 95th (ft)	43			126	#1128	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	294			1285	1459	
Starvation Cap Reductn	0			0	93	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.18			0.45	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 93.7
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	523	1290	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1873	1836	1910
Adj Flow Rate, veh/h	14	39	14	562	1387	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	24	68	55	1434	1510	5
Arrive On Green	0.06	0.06	0.83	0.83	0.83	0.83
Sat Flow, veh/h	440	1227	14	1735	1828	7
Grp Volume(v), veh/h	54	0	576	0	0	1392
Grp Sat Flow(s),veh/h/ln	1699	0	1749	0	0	1835
Q Serve(g_s), s	2.6	0.0	1.3	0.0	0.0	46.1
Cycle Q Clear(g_c), s	2.6	0.0	47.4	0.0	0.0	46.1
Prop In Lane	0.26	0.72	0.02			0.00
Lane Grp Cap(c), veh/h	94	0	1489	0	0	1516
V/C Ratio(X)	0.57	0.00	0.39	0.00	0.00	0.92
Avail Cap(c_a), veh/h	262	0	1637	0	0	1675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	1.9	0.0	0.0	5.3
Incr Delay (d2), s/veh	5.4	0.0	0.2	0.0	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.3	0.0	0.0	25.4
LnGrp Delay(d),s/veh	44.3	0.0	2.1	0.0	0.0	13.3
LnGrp LOS	D		A			B
Approach Vol, veh/h	54			576	1392	
Approach Delay, s/veh	44.3			2.1	13.3	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				74.7		9.7		74.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				77.0		13.0		77.0
Max Q Clear Time (g_c+I1), s				49.4		4.6		48.1
Green Ext Time (p_c), s				20.3		0.1		21.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	578	1378	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.997		
Satd. Flow (perm)	1603	0	0	1803	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	119					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	622	1482	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	624	1483	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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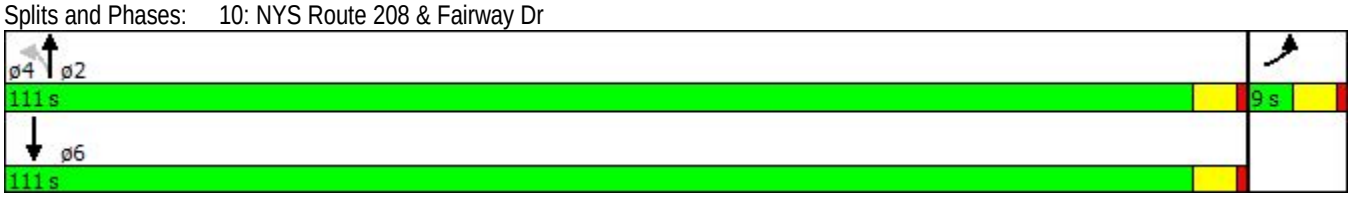
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	9.0		111.0	111.0	111.0	
Total Split (%)	7.5%		92.5%	92.5%	92.5%	
Maximum Green (s)	4.0		106.0	106.0	106.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.41	0.95	
Control Delay	0.0			2.4	20.1	
Queue Delay	0.0			0.0	0.6	
Total Delay	0.0			2.4	20.7	
Queue Length 50th (ft)	0			54	422	
Queue Length 95th (ft)	0			74	#951	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	184			1719	1759	
Starvation Cap Reductn	0			0	68	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.36	0.88	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 96.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	578	1378	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	622	1482	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	33	35	1563	1597	1
Arrive On Green	0.00	0.04	0.87	0.87	0.87	0.87
Sat Flow, veh/h	0	852	1	1804	1844	1
Grp Volume(v), veh/h	0	2	624	0	0	1483
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	57.4
Cycle Q Clear(g_c), s	0.0	0.1	7.4	0.0	0.0	57.4
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	65	1598	0	0	1598
V/C Ratio(X)	0.00	0.03	0.39	0.00	0.00	0.93
Avail Cap(c_a), veh/h	0	65	1861	0	0	1870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	48.4	1.4	0.0	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	3.5	0.0	0.0	31.1
LnGrp Delay(d),s/veh	0.0	48.6	1.6	0.0	0.0	12.7
LnGrp LOS		D	A			B
Approach Vol, veh/h	2			624	1483	
Approach Delay, s/veh	48.6			1.6	12.7	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		95.6		9.0		95.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		106.0		4.0		106.0		
Max Q Clear Time (g_c+I1), s		9.4		2.1		59.4		
Green Ext Time (p_c), s		46.4		0.0		31.2		

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	531	1204	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1759	1746	0
Flt Permitted	0.985			0.980		
Satd. Flow (perm)	1623	0	0	1725	1746	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	565	1281	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	574	1287	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.26			0.41	0.91	
Control Delay	24.8			3.4	17.6	
Queue Delay	0.0			0.7	0.0	
Total Delay	24.8			4.1	17.6	
Queue Length 50th (ft)	6			60	342	
Queue Length 95th (ft)	36			114	#980	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	312			1430	1447	
Starvation Cap Reductn	0			511	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.12			0.62	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	531	1204	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1821	1808	1881
Adj Flow Rate, veh/h	11	26	9	565	1281	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	26	61	57	1443	1452	7
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	467	1104	8	1787	1798	8
Grp Volume(v), veh/h	38	0	574	0	0	1287
Grp Sat Flow(s),veh/h/ln	1614	0	1795	0	0	1806
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	34.7
Cycle Q Clear(g_c), s	1.7	0.0	6.4	0.0	0.0	34.7
Prop In Lane	0.29	0.68	0.02			0.00
Lane Grp Cap(c), veh/h	89	0	1500	0	0	1459
V/C Ratio(X)	0.43	0.00	0.38	0.00	0.00	0.88
Avail Cap(c_a), veh/h	355	0	1862	0	0	1837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	2.0	0.0	0.0	4.7
Incr Delay (d2), s/veh	3.2	0.0	0.2	0.0	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.1	0.0	0.0	18.3
LnGrp Delay(d),s/veh	36.5	0.0	2.1	0.0	0.0	9.2
LnGrp LOS	D		A			A
Approach Vol, veh/h	38			574	1287	
Approach Delay, s/veh	36.5			2.1	9.2	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				63.8		9.0		63.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				8.4		3.7		36.7
Green Ext Time (p_c), s				29.0		0.0		22.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	538	2	2	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1766	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1766	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2					
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	572	2	2	1278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	574	0	0	1280
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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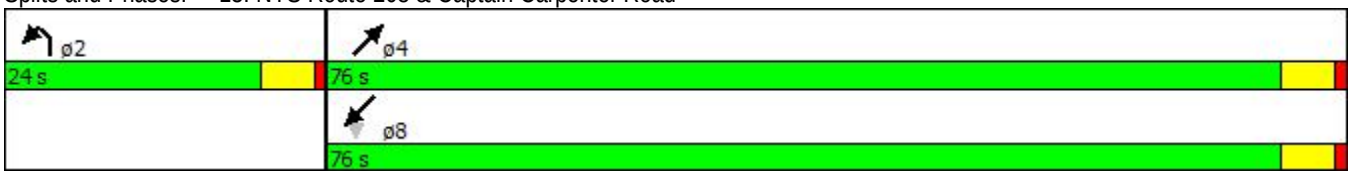
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	24.0		21.0		21.0	21.0
Total Split (s)	24.0		76.0		76.0	76.0
Total Split (%)	24.0%		76.0%		76.0%	76.0%
Maximum Green (s)	19.0		71.0		71.0	71.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.40			0.90
Control Delay	36.5		3.2			16.4
Queue Delay	0.0		0.0			5.4
Total Delay	36.5		3.2			21.8
Queue Length 50th (ft)	6		59			330
Queue Length 95th (ft)	24		102			#920
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	366		1438			1430
Starvation Cap Reductn	0		0			112
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.40			0.97

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 87.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	538	2	2	1201
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	572	2	2	1278
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	80	15	1458	5	52	1456
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1409	256	1820	6	0	1817
Grp Volume(v), veh/h	14	0	0	574	1280	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.5	0.0	0.0	6.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.4	33.3	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	102	0	0	1463	1507	0
V/C Ratio(X)	0.14	0.00	0.00	0.39	0.85	0.00
Avail Cap(c_a), veh/h	484	0	0	1840	1882	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	0.0	0.0	2.0	4.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.3	17.3	0.0
LnGrp Delay(d),s/veh	32.2	0.0	0.0	2.2	7.9	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		574			1280
Approach Delay, s/veh	32.2		2.2			7.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		61.4				61.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		19.0		71.0				71.0
Max Q Clear Time (g_c+I1), s		2.5		8.4				35.3
Green Ext Time (p_c), s		0.0		27.8				21.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	540	1202	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	114					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	568	1265	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	568	1267	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.00			0.40	0.88	
Control Delay	0.0			3.1	14.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			3.1	14.5	
Queue Length 50th (ft)	0			56	289	
Queue Length 95th (ft)	0			84	565	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	420			1562	1594	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.36	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 80.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	540	1202	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	568	1265	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	50	0	1442	1469	2
Arrive On Green	0.00	0.06	0.00	0.80	0.80	0.80
Sat Flow, veh/h	0	864	0	1809	1842	3
Grp Volume(v), veh/h	0	2	0	568	0	1267
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	6.4	0.0	30.7
Cycle Q Clear(g_c), s	0.0	0.1	0.0	6.4	0.0	30.7
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	100	0	1442	0	1471
V/C Ratio(X)	0.00	0.02	0.00	0.39	0.00	0.86
Avail Cap(c_a), veh/h	0	400	0	1936	0	1974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.7	0.0	2.1	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.1	0.0	16.1
LnGrp Delay(d),s/veh	0.0	30.8	0.0	2.2	0.0	7.7
LnGrp LOS		C		A		A
Approach Vol, veh/h	2			568	1267	
Approach Delay, s/veh	30.8			2.2	7.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				60.1		9.0		60.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				8.4		2.1		32.7
Green Ext Time (p_c), s				27.5		0.0		22.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	535	5	7	1191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.999			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1762	0	0	1762
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1762	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	608	6	8	1353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	614	0	0	1361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.28		0.43			0.95
Control Delay	26.7		3.5			23.8
Queue Delay	0.0		0.0			36.4
Total Delay	26.7		3.5			60.3
Queue Length 50th (ft)	8		68			434
Queue Length 95th (ft)	38		123			#1029
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	304		1437			1432
Starvation Cap Reductn	0		0			175
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.13		0.43			1.08

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	535	5	7	1191
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1823
Adj Flow Rate, veh/h	15	25	608	6	8	1353
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	31	51	1482	15	48	1493
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	602	1003	1803	18	3	1816
Grp Volume(v), veh/h	41	0	0	614	1361	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1821	1819	0
Q Serve(g_s), s	1.9	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	7.1	41.3	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	84	0	0	1497	1541	0
V/C Ratio(X)	0.49	0.00	0.00	0.41	0.88	0.00
Avail Cap(c_a), veh/h	334	0	0	1712	1755	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.4	0.0	0.0	1.9	4.9	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.2	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	3.5	21.9	0.0
LnGrp Delay(d),s/veh	40.7	0.0	0.0	2.1	10.1	0.0
LnGrp LOS	D			A	B	
Approach Vol, veh/h	41		614			1361
Approach Delay, s/veh	40.7		2.1			10.1
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		69.7				69.7
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.9		9.1				43.3
Green Ext Time (p_c), s		0.0		33.6				21.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	546	10	3	1171	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.998				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1821	0	0	1827	0
Flt Permitted		0.746			0.803			0.999			0.999	
Satd. Flow (perm)	0	1375	0	0	1390	0	0	1820	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	587	11	3	1259	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	599	0	0	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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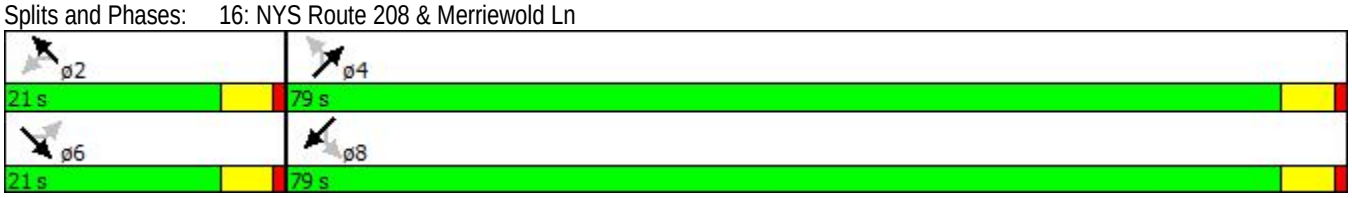
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.08			0.29			0.43			0.90	
Control Delay		9.1			29.1			3.9			16.8	
Queue Delay		0.0			0.0			0.7			0.0	
Total Delay		9.1			29.1			4.6			16.8	
Queue Length 50th (ft)		0			10			66			307	
Queue Length 95th (ft)		10			44			127			#797	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		312			315			1630			1634	
Starvation Cap Reductn		0			0			655			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.14			0.61			0.77	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 78
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	546	10	3	1171	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	587	11	3	1259	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	161	9	17	132	5	32	51	1427	27	52	1456	3
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1171	158	295	841	79	545	0	1784	33	1	1820	4
Grp Volume(v), veh/h	11	0	0	43	0	0	599	0	0	1265	0	0
Grp Sat Flow(s),veh/h/ln	1624	0	0	1465	0	0	1818	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.0	0.0	0.0	6.9	0.0	0.0	31.8	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	187	0	0	168	0	0	1505	0	0	1511	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.26	0.00	0.00	0.40	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	432	0	0	411	0	0	1960	0	0	1969	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	32.1	0.0	0.0	2.1	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	3.4	0.0	0.0	16.2	0.0	0.0
LnGrp Delay(d),s/veh	31.5	0.0	0.0	32.9	0.0	0.0	2.3	0.0	0.0	7.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			599			1265	
Approach Delay, s/veh		31.5			32.9			2.3			7.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.1		61.3		9.1		61.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		4.0		8.9		2.4		33.8
Green Ext Time (p_c), s		0.1		28.1		0.1		22.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	463	17	5	831	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.996			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1766	0	0	1739	0
Flt Permitted		0.863			0.850			0.903			0.998	
Satd. Flow (perm)	0	1602	0	0	1688	0	0	1601	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	493	18	5	884	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	551	0	0	983	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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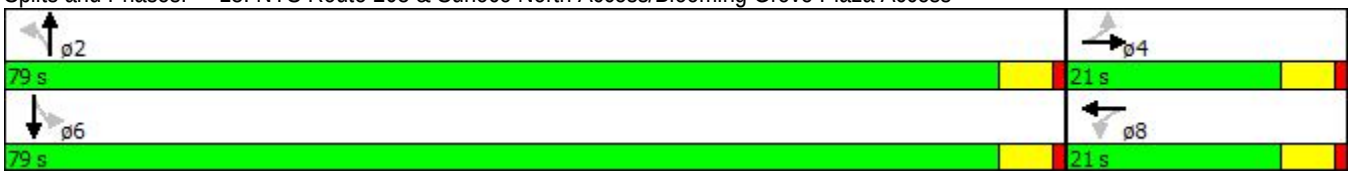
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.13			0.03			0.52			0.85	
Control Delay		20.2			24.0			5.8			14.3	
Queue Delay		0.0			0.0			0.0			0.6	
Total Delay		20.2			24.0			5.9			14.9	
Queue Length 50th (ft)		4			1			57			153	
Queue Length 95th (ft)		30			13			116			331	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		544			564			1588			1722	
Starvation Cap Reductn		0			0			142			350	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.38			0.72	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	463	17	5	831	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	493	18	5	884	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	146	25	70	153	52	47	121	1129	40	76	1149	122
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	486	306	848	500	631	565	57	1591	56	2	1618	171
Grp Volume(v), veh/h	29	0	0	6	0	0	551	0	0	983	0	0
Grp Sat Flow(s),veh/h/ln	1640	0	0	1696	0	0	1703	0	0	1791	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	6.0	0.0	0.0	17.0	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.07		0.03	0.01		0.10
Lane Grp Cap(c), veh/h	241	0	0	252	0	0	1289	0	0	1346	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.02	0.00	0.00	0.43	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	636	0	0	650	0	0	2586	0	0	2814	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	20.4	0.0	0.0	2.9	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	3.0	0.0	0.0	8.2	0.0	0.0
LnGrp Delay(d),s/veh	20.9	0.0	0.0	20.4	0.0	0.0	3.1	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		29			6			551			983	
Approach Delay, s/veh		20.9			20.4			3.1			5.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.3		9.0		39.3		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		2.7		19.0		2.1
Green Ext Time (p_c), s		15.7		0.1		15.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	487	28	16	1165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.453	
Satd. Flow (perm)	1683	0	1790	1319	724	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	524	30	17	1253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	524	30	17	1253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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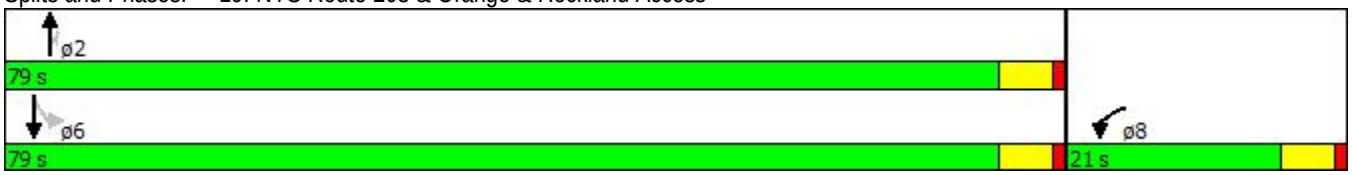
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.24		0.38	0.03	0.03	0.89
Control Delay	29.6		3.7	0.8	2.1	16.3
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	29.6		3.7	0.8	2.1	16.4
Queue Length 50th (ft)	12		56	0	1	294
Queue Length 95th (ft)	47		104	5	5	648
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	396		1635	1207	661	1685
Starvation Cap Reductn	0		0	0	0	21
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.32	0.02	0.03	0.75

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 74.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	487	28	16	1165
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	524	30	17	1253
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	55	36	1411	1040	621	1454
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	904	591	1790	1319	730	1845
Grp Volume(v), veh/h	44	0	524	30	17	1253
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	730	1845
Q Serve(g_s), s	1.8	0.0	5.8	0.3	0.5	29.6
Cycle Q Clear(g_c), s	1.8	0.0	5.8	0.3	6.3	29.6
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	93	0	1411	1040	621	1454
V/C Ratio(X)	0.48	0.00	0.37	0.03	0.03	0.86
Avail Cap(c_a), veh/h	370	0	2004	1476	863	2066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	2.1	1.5	3.0	4.6
Incr Delay (d2), s/veh	3.7	0.0	0.2	0.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.8	0.1	0.1	15.4
LnGrp Delay(d),s/veh	33.8	0.0	2.3	1.5	3.1	7.4
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		554			1270
Approach Delay, s/veh	33.8		2.2			7.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		57.1				57.1		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.8				31.6		3.8
Green Ext Time (p_c), s		24.1				20.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	342	134	0	608	316	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.953	
Satd. Flow (prot)	1775	1546	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1775	1546	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	398	156	0	707	367	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	156	0	707	368	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.0
Intersection LOS	B

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	554	707	368
Demand Flow Rate, veh/h	578	735	386
Vehicles Circulating, veh/h	0	385	414
Vehicles Exiting, veh/h	1120	415	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	21.2	9.4
Approach LOS	A	C	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	414	164	735	386
Cap Entry Lane, veh/h	1379	1379	931	904
Entry HV Adj Factor	0.962	0.952	0.962	0.953
Flow Entry, veh/h	398	156	707	368
Cap Entry, veh/h	1326	1314	895	862
V/C Ratio	0.300	0.119	0.789	0.427
Control Delay, s/veh	5.4	3.7	21.2	9.4
LOS	A	A	C	A
95th %tile Queue, veh	1	0	8	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	170	455	113	246	1166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.934		0.970			
Flt Protected	0.973					0.991
Satd. Flow (prot)	3448	0	3414	0	0	3238
Flt Permitted	0.973					0.991
Satd. Flow (perm)	3448	0	3414	0	0	3238
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			1101
Travel Time (s)	14.3		6.3			13.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	183	489	122	265	1254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	611	0	0	1519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	413	611	1519
Demand Flow Rate, veh/h	422	633	1574
Vehicles Circulating, veh/h	509	270	235
Vehicles Exiting, veh/h	394	1539	696
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.5	15.3
Approach LOS	A	A	C

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.471	0.529	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	224	198	298	335	740	834
Cap Entry Lane, veh/h	844	883	1052	1077	1086	1109
Entry HV Adj Factor	0.977	0.980	0.964	0.967	0.965	0.965
Flow Entry, veh/h	219	194	287	324	714	805
Cap Entry, veh/h	825	866	1014	1042	1048	1070
V/C Ratio	0.265	0.224	0.283	0.311	0.681	0.752
Control Delay, s/veh	7.3	6.5	6.4	6.6	13.9	16.5
LOS	A	A	A	A	B	C
95th %tile Queue, veh	1	1	1	1	6	7

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	383	51	438	110	151	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	445	59	509	128	176	923
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	509	128	0	1099
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	504	637	1099
Demand Flow Rate, veh/h	514	660	1140
Vehicles Circulating, veh/h	529	180	454
Vehicles Exiting, veh/h	180	1414	589
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.5	7.5	14.0
Approach LOS	C	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	514	529	131	536	604
Cap Entry Lane, veh/h	804	1148	1152	888	924
Entry HV Adj Factor	0.981	0.962	0.980	0.964	0.964
Flow Entry, veh/h	504	509	128	517	583
Cap Entry, veh/h	788	1104	1130	855	891
V/C Ratio	0.639	0.461	0.113	0.604	0.654
Control Delay, s/veh	15.5	8.3	4.2	13.4	14.6
LOS	C	A	A	B	B
95th %tile Queue, veh	5	2	0	4	5

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	690	400	1	411	244	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1698	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1698	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	70					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	734	426	1	437	260	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1160	0	0	438	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.95			0.35	0.79	
Control Delay	30.9			6.7	51.8	
Queue Delay	15.2			0.0	0.0	
Total Delay	46.1			6.7	51.8	
Queue Length 50th (ft)	502			86	141	
Queue Length 95th (ft)	#930			148	219	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1217			1237	400	
Starvation Cap Reductn	87			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.03			0.35	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	690	400	1	411	244	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	734	426	1	437	260	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	793	460	40	1311	299	1
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1099	638	0	1817	1786	7
Grp Volume(v), veh/h	0	1160	438	0	262	0
Grp Sat Flow(s),veh/h/ln	0	1737	1817	0	1800	0
Q Serve(g_s), s	0.0	50.5	0.0	0.0	12.8	0.0
Cycle Q Clear(g_c), s	0.0	50.5	8.0	0.0	12.8	0.0
Prop In Lane		0.37	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1253	1351	0	302	0
V/C Ratio(X)	0.00	0.93	0.32	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1253	1351	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.5	4.6	0.0	36.5	0.0
Incr Delay (d2), s/veh	0.0	13.0	0.6	0.0	12.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.0	4.1	0.0	7.3	0.0
LnGrp Delay(d),s/veh	0.0	23.5	5.2	0.0	48.5	0.0
LnGrp LOS		C	A		D	
Approach Vol, veh/h	1160			438	262	
Approach Delay, s/veh	23.5			5.2	48.5	
Approach LOS	C			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.9				69.9		20.1
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		52.5				10.0		14.8
Green Ext Time (p_c), s		4.1				8.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	318	1270	227	243	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		72		77		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	346	1380	247	264	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	346	1380	247	264	777
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	20.0	100.0	20.0	20.0	120.0
Total Split (%)	14.3%	14.3%	71.4%	14.3%	14.3%	85.7%
Maximum Green (s)	15.0	15.0	95.0	15.0	15.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.79	1.10	0.20	1.16	0.56
Control Delay	92.4	52.9	79.9	2.2	148.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	52.9	79.9	2.2	148.2	5.8
Queue Length 50th (ft)	142	239	~1425	25	~236	190
Queue Length 95th (ft)	#258	#382	#1691	42	#420	259
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	437	1257	1245	228	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.79	1.10	0.20	1.16	0.56

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	318	1270	227	243	715
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	346	1380	247	264	777
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	356	1252	1256	242	1494
Arrive On Green	0.11	0.11	0.68	0.68	0.11	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	346	1380	247	264	777
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	95.0	5.5	15.0	18.6
Cycle Q Clear(g_c), s	11.5	15.0	95.0	5.5	15.0	18.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	356	1252	1256	242	1494
V/C Ratio(X)	0.79	0.97	1.10	0.20	1.09	0.52
Avail Cap(c_a), veh/h	200	356	1252	1256	242	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	54.6	22.5	3.8	55.0	3.9
Incr Delay (d2), s/veh	18.5	39.9	58.2	0.4	83.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	17.2	67.9	3.8	15.0	9.6
LnGrp Delay(d),s/veh	79.5	94.5	80.7	4.2	138.5	5.2
LnGrp LOS	E	F	F	A	F	A
Approach Vol, veh/h	503		1627			1041
Approach Delay, s/veh	89.8		69.1			39.0
Approach LOS	F		E			D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	20.0	100.0				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	95.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	17.0	97.0				20.6		17.0
Green Ext Time (p_c), s	0.0	0.0				40.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.5
HCM 2010 LOS	E

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	192	892	229	326	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1701	0	1853	1575	1787	1881
Flt Permitted	0.976				0.058	
Satd. Flow (perm)	1701	0	1853	1575	109	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			117		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	200	929	239	340	908
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	0	929	239	340	908
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	

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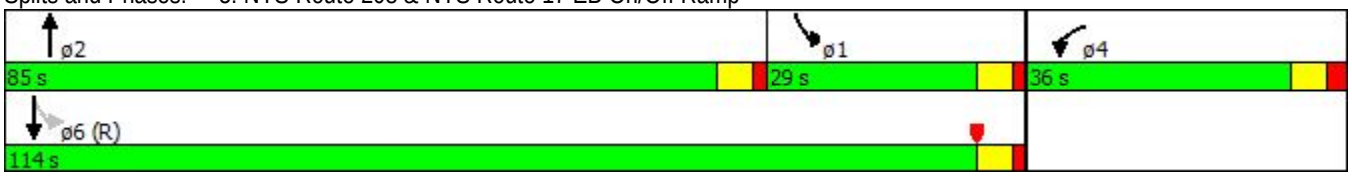
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	1.08		0.95	0.15	1.00	0.67
Control Delay	121.2		51.9	0.2	62.3	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	121.2		51.9	0.2	62.3	9.0
Queue Length 50th (ft)	~398		834	0	219	392
Queue Length 95th (ft)	#612		#1150	0	m181	m300
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	360		982	1575	341	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.08		0.95	0.15	1.00	0.67

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	192	892	229	326	872
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	929	0	340	908
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	356	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	929	0	340	908
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	70.8	0.0	21.4	0.0
Cycle Q Clear(g_c), s	15.7	0.0	70.8	0.0	21.4	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	356	1361
V/C Ratio(X)	0.88	0.00	0.95	0.00	0.96	0.67
Avail Cap(c_a), veh/h	351	0	982	835	356	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	64.9	0.0	33.2	0.0	48.2	0.0
Incr Delay (d2), s/veh	8.4	0.0	18.3	0.0	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	41.1	0.0	14.3	0.1
LnGrp Delay(d),s/veh	73.2	0.0	51.5	0.0	55.0	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		929			1248
Approach Delay, s/veh	73.2		51.5			15.1
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	23.4	72.8		17.7		2.0		
Green Ext Time (p_c), s	0.0	2.0		0.4		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	589	49	629	411	132	701	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.059			0.100		
Satd. Flow (perm)	0	1712	0	0	1797	1599	112	1731	1607	181	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				161			204		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	685	57	731	478	153	815	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	685	57	731	478	153	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		12.0	74.0		12.0	74.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		8.0%	49.3%		8.0%	49.3%	
Maximum Green (s)	14.0	14.0		38.0	38.0		6.0	68.0		6.0	68.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.43	0.47	0.93	0.30	1.01	1.11	
Control Delay		167.2			128.8	0.8	33.8	59.6	0.2	98.4	94.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.8	33.8	59.6	0.2	98.4	94.2	
Queue Length 50th (ft)		~222			~571	0	37	620	0	~89	~972	
Queue Length 95th (ft)		#370			#743	0	m41	m655	m0	m#170	m#1122	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	122	784	1607	151	766	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.43	0.47	0.93	0.30	1.01	1.11	

Intersection Summary

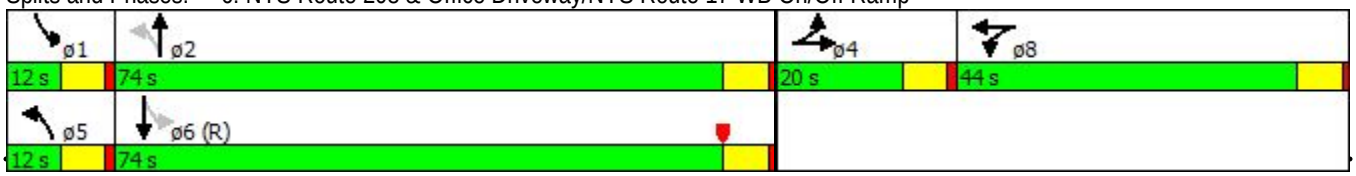
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	589	49	629	411	132	701	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	731	0	153	815	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	98	841	729	185	781	32
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.45	0.00	0.08	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1677	68
Grp Volume(v), veh/h	213	0	0	509	0	0	57	731	0	153	0	848
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	53.4	0.0	6.0	0.0	69.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	53.4	0.0	6.0	0.0	69.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	98	841	729	185	0	813
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.58	0.87	0.00	0.83	0.00	1.04
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	841	729	185	0	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.22	0.22	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	36.3	37.0	0.0	39.6	0.0	5.1
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	1.2	2.9	0.0	25.4	0.0	43.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	27.9	0.0	4.8	0.0	37.3
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	37.5	39.9	0.0	65.0	0.0	48.6
LnGrp LOS	F			F			D	D		E		F
Approach Vol, veh/h		213			509			788			1001	
Approach Delay, s/veh		261.5			133.7			39.8			51.1	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	74.0		20.0	10.1	75.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	68.0		14.0	6.0	68.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	55.4		16.0	4.5	71.9		40.0
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		82.1
HCM 2010 LOS		F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1490	871	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1679	0	1635	1463
Flt Permitted	0.279				0.950	
Satd. Flow (perm)	483	1697	1679	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1602	937	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1602	946	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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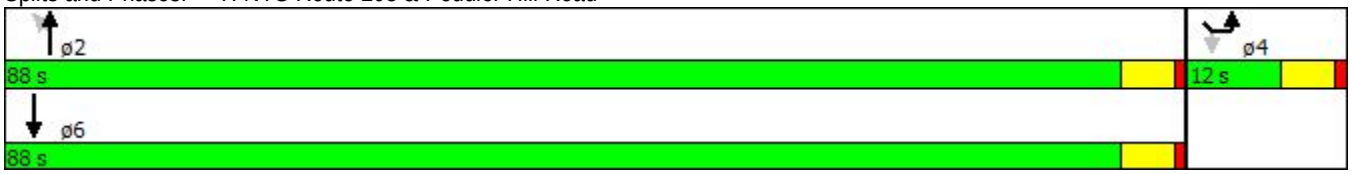
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.25	1.05	0.62		0.09	0.34
Control Delay	3.0	46.9	4.4		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.0	46.9	4.4		46.0	21.9
Queue Length 50th (ft)	9	~1154	135		5	0
Queue Length 95th (ft)	24	#1458	261		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	436	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.25	1.05	0.62		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1490	871	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1602	937	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	491	1567	1535	15	60	54
Arrive On Green	0.86	0.86	0.86	0.86	0.03	0.03
Sat Flow, veh/h	587	1818	1781	17	1756	1568
Grp Volume(v), veh/h	109	1602	0	946	8	41
Grp Sat Flow(s),veh/h/ln	587	1818	0	1798	1756	1568
Q Serve(g_s), s	6.4	83.0	0.0	14.8	0.4	2.5
Cycle Q Clear(g_c), s	21.2	83.0	0.0	14.8	0.4	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	491	1567	0	1550	60	54
V/C Ratio(X)	0.22	1.02	0.00	0.61	0.13	0.76
Avail Cap(c_a), veh/h	491	1567	0	1550	128	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.0	6.6	0.0	1.9	45.1	46.1
Incr Delay (d2), s/veh	0.1	28.6	0.0	0.5	0.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	51.6	0.0	7.1	0.2	1.2
LnGrp Delay(d),s/veh	5.1	35.3	0.0	2.5	45.5	54.2
LnGrp LOS	A	F		A	D	D
Approach Vol, veh/h		1711	946		49	
Approach Delay, s/veh		33.3	2.5		52.8	
Approach LOS		C	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		8.3		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		4.5		16.8		
Green Ext Time (p_c), s		0.0		0.0		32.5		

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1241	806	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1770	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				7	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1349	876	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1367	943	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			1.05	0.71	
Control Delay	120.3			49.6	13.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			49.6	13.3	
Queue Length 50th (ft)	~334			~1462	431	
Queue Length 95th (ft)	#535			m#1671	579	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1335	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			1.05	0.71	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1241	806	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1849	1938
Adj Flow Rate, veh/h	283	36	18	1349	876	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1341	1278	98
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	12	1779	1697	130
Grp Volume(v), veh/h	320	0	1367	0	0	943
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1827
Q Serve(g_s), s	27.0	0.0	59.9	0.0	0.0	39.5
Cycle Q Clear(g_c), s	27.0	0.0	113.0	0.0	0.0	39.5
Prop In Lane	0.88	0.11	0.01			0.07
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1376
V/C Ratio(X)	1.03	0.00	0.99	0.00	0.00	0.69
Avail Cap(c_a), veh/h	312	0	1374	0	0	1376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	18.8	0.0	0.0	9.4
Incr Delay (d2), s/veh	57.7	0.0	23.0	0.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	65.3	0.0	0.0	20.7
LnGrp Delay(d),s/veh	119.3	0.0	41.8	0.0	0.0	12.2
LnGrp LOS	F		D			B
Approach Vol, veh/h	320			1367	943	
Approach Delay, s/veh	119.3			41.8	12.2	
Approach LOS	F			D	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		115.0		29.0		41.5		
Green Ext Time (p_c), s		0.0		0.0		16.3		

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1318	120	30	791	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.989			0.996	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1757	0	0	1751	0
Flt Permitted		0.977			0.963			0.966			0.892	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1699	0	0	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1417	129	32	851	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1580	0	0	912	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		1.15			0.72	
Control Delay		60.0			78.5	2.2		94.5			13.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		94.5			13.2	
Queue Length 50th (ft)		44			60	0		~1777			412	
Queue Length 95th (ft)		97			116	3		#2138			680	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1376			1266	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		1.15			0.72	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1318	120	30	791	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1822	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1417	129	32	851	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	46	1261	114	48	1062	36
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	25	1597	144	27	1346	45
Grp Volume(v), veh/h	72	0	0	67	0	22	1580	0	0	912	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1766	0	0	1418	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	70.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	108.0	0.0	0.0	29.2	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.08	0.04		0.03
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1421	0	0	1147	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	1.11	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1421	0	0	1147	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	14.9	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	60.9	0.0	0.0	5.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	77.3	0.0	0.0	16.3	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	75.8	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	E			E		E	F			B		
Approach Vol, veh/h		72			89			1580			912	
Approach Delay, s/veh		69.7			72.5			75.8			11.9	
Approach LOS		E			E			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	40	272	345	151	34	156	313	182	154	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.900			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1710	0	1604	1749	1538	1645	1509	0	1678	1722	0
Flt Permitted	0.234			0.254			0.600			0.203		
Satd. Flow (perm)	377	1710	0	425	1749	1464	1023	1509	0	359	1722	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				137					19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	43	296	375	164	37	170	340	198	167	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	373	0	296	375	164	37	510	0	198	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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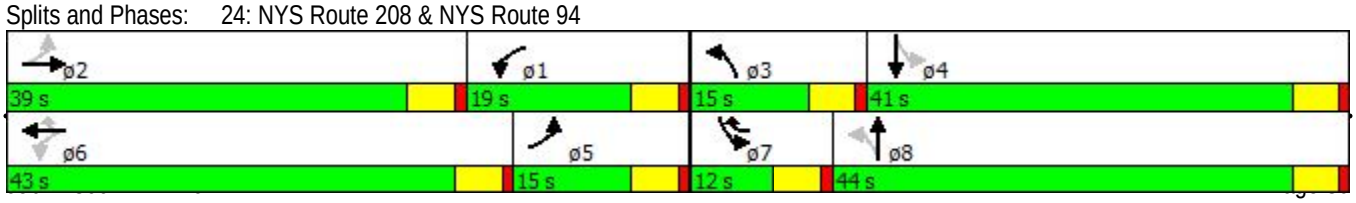
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	12.0	15.0	44.0		12.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	10.5%	13.2%	38.6%		10.5%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	7.0	10.0	39.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.20	0.86		0.97	0.67	0.25	0.08	0.91		0.77	0.32	
Control Delay	23.5	56.7		82.6	39.2	4.5	17.3	55.9		42.4	22.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.5	56.7		82.6	39.2	4.5	17.3	55.9		42.4	22.9	
Queue Length 50th (ft)	18	241		139	245	8	13	333		78	104	
Queue Length 95th (ft)	39	356		#281	341	38	35	#594		#201	191	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	267	570		337	655	657	538	573		257	749	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.65		0.88	0.57	0.25	0.07	0.89		0.77	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 103.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	40	272	345	151	34	156	313	182	154	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	43	296	375	164	37	170	340	198	167	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	360	360	47	316	428	461	425	181	361	216	474	198
Arrive On Green	0.16	0.26	0.26	0.14	0.24	0.24	0.02	0.34	0.34	0.07	0.39	0.39
Sat Flow, veh/h	1654	1408	184	1723	1810	1506	1706	529	1058	1741	1219	511
Grp Volume(v), veh/h	45	0	373	296	375	164	37	0	510	198	0	237
Grp Sat Flow(s),veh/h/ln	1654	0	1592	1723	1810	1506	1706	0	1586	1741	0	1730
Q Serve(g_s), s	0.0	0.0	23.2	12.6	20.3	4.9	1.4	0.0	31.8	7.0	0.0	9.9
Cycle Q Clear(g_c), s	0.0	0.0	23.2	12.6	20.3	4.9	1.4	0.0	31.8	7.0	0.0	9.9
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.67	1.00		0.30
Lane Grp Cap(c), veh/h	360	0	407	316	428	461	425	0	542	216	0	672
V/C Ratio(X)	0.13	0.00	0.92	0.94	0.88	0.36	0.09	0.00	0.94	0.92	0.00	0.35
Avail Cap(c_a), veh/h	360	0	531	316	675	667	555	0	607	216	0	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	36.8	41.7	37.5	11.2	21.2	0.0	32.5	26.5	0.0	22.1
Incr Delay (d2), s/veh	0.1	0.0	15.4	34.1	5.0	0.2	0.0	0.0	20.8	38.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	11.9	11.2	10.8	2.2	0.7	0.0	17.0	4.5	0.0	4.8
LnGrp Delay(d),s/veh	35.0	0.0	52.3	75.8	42.5	11.3	21.3	0.0	53.4	64.7	0.0	22.2
LnGrp LOS	D		D	E	D	B	C		D	E		C
Approach Vol, veh/h		418			835			547			435	
Approach Delay, s/veh		50.4			48.2			51.2			41.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	31.1	7.2	44.6	21.0	29.1	12.0	39.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	7.0	39.0
Max Q Clear Time (g_c+I1), s	14.6	25.2	3.4	11.9	2.0	22.3	9.0	33.8
Green Ext Time (p_c), s	0.0	0.9	0.0	3.0	0.4	1.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	48.1
HCM 2010 LOS	D

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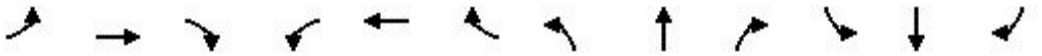

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	589	49	629	411	132	701	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.057			0.116		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	108	1731	1607	210	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			493			204		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	685	57	731	478	153	815	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	685	57	731	478	153	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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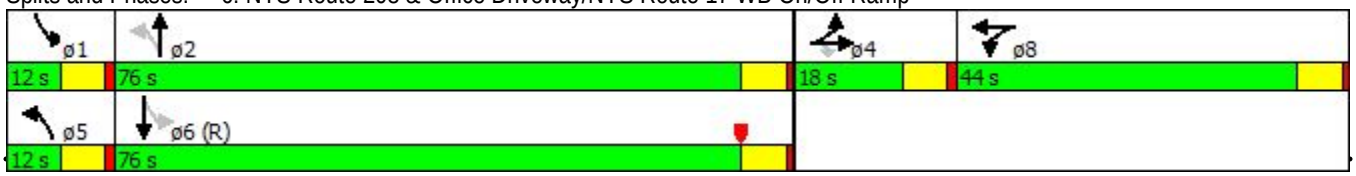
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	18.0	44.0	44.0		12.0	76.0		12.0	76.0	
Total Split (%)	12.0%	12.0%	12.0%	29.3%	29.3%		8.0%	50.7%		8.0%	50.7%	
Maximum Green (s)	12.0	12.0	12.0	38.0	38.0		6.0	70.0		6.0	70.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.79	0.48	0.99	0.06	0.43	0.47	0.91	0.30	0.91	1.08	
Control Delay		104.7	17.6	93.2	43.0	0.8	32.8	55.6	0.2	68.8	82.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		104.7	17.6	93.2	43.0	0.8	32.8	55.6	0.2	68.8	82.6	
Queue Length 50th (ft)		105	0	~482	21	0	37	614	0	75	~949	
Queue Length 95th (ft)		#188	50	#665	46	0	m41	m654	m0	m#152	m#1099	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		144	226	484	485	1599	122	807	1607	168	787	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75	0.46	0.99	0.06	0.43	0.47	0.91	0.30	0.91	1.08	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	589	49	629	411	132	701	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	731	0	153	815	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	88	54	125	478	477	405	97	865	750	201	804	33
Arrive On Green	0.09	0.08	0.08	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.96	0.96
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1677	68
Grp Volume(v), veh/h	108	0	105	481	28	0	57	731	0	153	0	848
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1745
Q Serve(g_s), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	52.1	0.0	6.0	0.0	71.9
Cycle Q Clear(g_c), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	52.1	0.0	6.0	0.0	71.9
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	142	0	125	478	477	405	97	865	750	201	0	837
V/C Ratio(X)	0.76	0.00	0.84	1.01	0.06	0.00	0.59	0.84	0.00	0.76	0.00	1.01
Avail Cap(c_a), veh/h	145	0	127	478	477	405	120	865	750	201	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.22	0.22	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	68.2	55.0	42.4	0.0	36.2	35.2	0.0	37.2	0.0	3.1
Incr Delay (d2), s/veh	18.2	0.0	35.2	42.8	0.0	0.0	1.2	2.4	0.0	15.8	0.0	34.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.5	25.5	0.9	0.0	1.3	27.2	0.0	4.3	0.0	31.7
LnGrp Delay(d),s/veh	85.3	0.0	103.3	97.9	42.5	0.0	37.4	37.6	0.0	52.9	0.0	37.6
LnGrp LOS	F		F	F	D		D	D		D		F
Approach Vol, veh/h		213			509			788			1001	
Approach Delay, s/veh		94.2			94.8			37.6			39.9	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	76.0		17.8	10.1	77.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	70.0		12.0	6.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	54.1		11.8	4.5	73.9		42.0
Green Ext Time (p_c), s	0.0	8.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1463	861	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1757	0
Flt Permitted	0.988			0.963		
Satd. Flow (perm)	1875	0	0	1744	1757	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1590	936	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1627	945	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	3.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	8.5		111.5	111.5	111.5	
Total Split (%)	7.1%		92.9%	92.9%	92.9%	
Maximum Green (s)	3.5		106.5	106.5	106.5	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.37			1.05	0.61	
Control Delay	41.8			47.5	3.5	
Queue Delay	0.0			9.7	1.2	
Total Delay	41.8			57.2	4.7	
Queue Length 50th (ft)	5			~1375	107	
Queue Length 95th (ft)	37			#1639	154	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	75			1547	1559	
Starvation Cap Reductn	0			35	366	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.37			1.08	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1463	861	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1873	1819	1910
Adj Flow Rate, veh/h	7	21	37	1590	936	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	12	36	54	1589	1596	15
Arrive On Green	0.03	0.03	0.89	0.89	0.89	0.89
Sat Flow, veh/h	410	1231	26	1791	1799	17
Grp Volume(v), veh/h	29	0	1627	0	0	945
Grp Sat Flow(s),veh/h/ln	1700	0	1817	0	0	1816
Q Serve(g_s), s	2.0	0.0	68.6	0.0	0.0	14.6
Cycle Q Clear(g_c), s	2.0	0.0	106.5	0.0	0.0	14.6
Prop In Lane	0.24	0.72	0.02			0.01
Lane Grp Cap(c), veh/h	50	0	1643	0	0	1612
V/C Ratio(X)	0.59	0.00	0.99	0.00	0.00	0.59
Avail Cap(c_a), veh/h	50	0	1643	0	0	1612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	6.6	0.0	0.0	1.6
Incr Delay (d2), s/veh	16.4	0.0	19.8	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	62.8	0.0	0.0	7.3
LnGrp Delay(d),s/veh	74.0	0.0	26.4	0.0	0.0	2.1
LnGrp LOS	E		C			A
Approach Vol, veh/h	29			1627	945	
Approach Delay, s/veh	74.0			26.4	2.1	
Approach LOS	E			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				111.5		8.5		111.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				106.5		3.5		106.5
Max Q Clear Time (g_c+I1), s				108.5		4.0		16.6
Green Ext Time (p_c), s				0.0		0.0		73.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1496	867	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1575	913	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1580	914	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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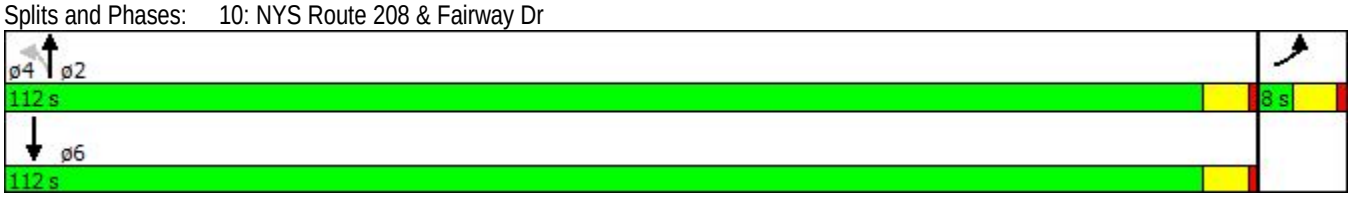
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	2.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	8.0		112.0	112.0	112.0	
Total Split (%)	6.7%		93.3%	93.3%	93.3%	
Maximum Green (s)	3.0		107.0	107.0	107.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.99	0.56	
Control Delay	50.5			26.9	2.9	
Queue Delay	0.0			0.0	0.4	
Total Delay	50.5			26.9	3.3	
Queue Length 50th (ft)	1			623	90	
Queue Length 95th (ft)	10			#1514	126	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	44			1648	1669	
Starvation Cap Reductn	0			0	295	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.96	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 116.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1496	867	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1575	913	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	11	11	32	1617	1636	2
Arrive On Green	0.02	0.02	0.90	0.90	0.90	0.90
Sat Flow, veh/h	574	574	1	1804	1825	2
Grp Volume(v), veh/h	3	0	1580	0	0	914
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	6.7	0.0	0.0	12.2
Cycle Q Clear(g_c), s	0.2	0.0	84.6	0.0	0.0	12.2
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	32	0	1649	0	0	1637
V/C Ratio(X)	0.09	0.00	0.96	0.00	0.00	0.56
Avail Cap(c_a), veh/h	44	0	1677	0	0	1666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.6	0.0	5.0	0.0	0.0	1.3
Incr Delay (d2), s/veh	1.2	0.0	13.3	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	45.6	0.0	0.0	6.0
LnGrp Delay(d),s/veh	57.8	0.0	18.4	0.0	0.0	1.7
LnGrp LOS	E		B			A
Approach Vol, veh/h	3			1580	914	
Approach Delay, s/veh	57.8			18.4	1.7	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		110.1		7.2		110.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		107.0		3.0		107.0		
Max Q Clear Time (g_c+I1), s		86.6		2.2		14.2		
Green Ext Time (p_c), s		18.5		0.0		64.8		

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1339	815	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.998	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1729	0
Flt Permitted	0.986			0.970		
Satd. Flow (perm)	1695	0	0	1714	1729	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1409	858	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1442	874	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.30			1.03	0.62	
Control Delay	24.0			43.7	5.6	
Queue Delay	0.0			26.1	0.0	
Total Delay	24.0			69.8	5.6	
Queue Length 50th (ft)	7			~883	124	
Queue Length 95th (ft)	40			#1195	246	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	326			1399	1411	
Starvation Cap Reductn	0			85	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			1.10	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1339	815	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1792	1881
Adj Flow Rate, veh/h	13	34	33	1409	858	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	23	61	61	1470	1463	27
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	456	1193	22	1762	1754	33
Grp Volume(v), veh/h	48	0	1442	0	0	874
Grp Sat Flow(s),veh/h/ln	1685	0	1784	0	0	1787
Q Serve(g_s), s	2.4	0.0	27.2	0.0	0.0	13.9
Cycle Q Clear(g_c), s	2.4	0.0	59.7	0.0	0.0	13.9
Prop In Lane	0.27	0.71	0.02			0.02
Lane Grp Cap(c), veh/h	87	0	1531	0	0	1490
V/C Ratio(X)	0.55	0.00	0.94	0.00	0.00	0.59
Avail Cap(c_a), veh/h	308	0	1553	0	0	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	5.9	0.0	0.0	2.4
Incr Delay (d2), s/veh	5.4	0.0	11.7	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	32.6	0.0	0.0	6.8
LnGrp Delay(d),s/veh	45.9	0.0	17.6	0.0	0.0	2.9
LnGrp LOS	D		B			A
Approach Vol, veh/h	48			1442	874	
Approach Delay, s/veh	45.9			17.6	2.9	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				77.9		9.5		77.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				61.7		4.4		15.9
Green Ext Time (p_c), s				11.2		0.1		41.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1333	18	1	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1403	19	1	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1422	0	0	862
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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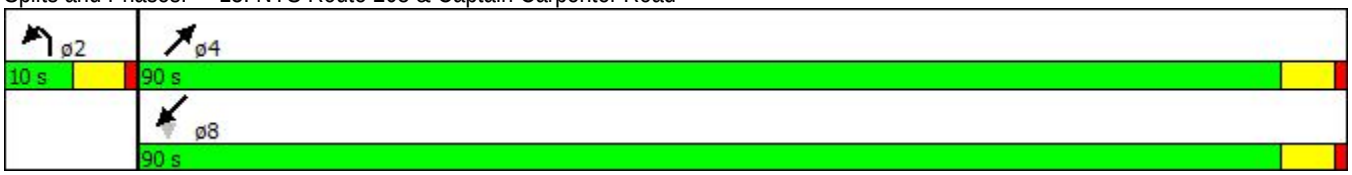
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	10.0		90.0		90.0	90.0
Total Split (%)	10.0%		90.0%		90.0%	90.0%
Maximum Green (s)	5.0		85.0		85.0	85.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.15		0.97			0.59
Control Delay	47.2		24.5			4.3
Queue Delay	0.0		0.0			0.6
Total Delay	47.2		24.5			4.9
Queue Length 50th (ft)	8		462			107
Queue Length 95th (ft)	29		#1158			162
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	92		1566			1545
Starvation Cap Reductn	0		0			316
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.15		0.91			0.70

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 93
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1333	18	1	818
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1827	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1403	19	1	861
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	68	5	1525	21	39	1526
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	1553	119	1799	24	0	1799
Grp Volume(v), veh/h	15	0	0	1422	862	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1823	1800	0
Q Serve(g_s), s	0.7	0.0	0.0	49.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	49.6	12.9	0.0
Prop In Lane	0.87	0.07		0.01	0.00	
Lane Grp Cap(c), veh/h	78	0	0	1546	1565	0
V/C Ratio(X)	0.19	0.00	0.00	0.92	0.55	0.00
Avail Cap(c_a), veh/h	97	0	0	1684	1701	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.5	0.0	0.0	4.8	2.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	8.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	27.2	6.1	0.0
LnGrp Delay(d),s/veh	43.6	0.0	0.0	13.1	2.4	0.0
LnGrp LOS	D			B	A	
Approach Vol, veh/h	15		1422			862
Approach Delay, s/veh	43.6		13.1			2.4
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		83.0				83.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		5.0		85.0				85.0
Max Q Clear Time (g_c+I1), s		2.7		51.6				14.9
Green Ext Time (p_c), s		0.0		26.4				45.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1332	816	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1767	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1767	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1432	877	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1434	880	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	10.0		90.0	90.0	90.0	
Total Split (%)	10.0%		90.0%	90.0%	90.0%	
Maximum Green (s)	5.0		85.0	85.0	85.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.98	0.59	
Control Delay	37.8			26.7	4.2	
Queue Delay	0.0			6.1	0.0	
Total Delay	37.8			32.8	4.2	
Queue Length 50th (ft)	2			505	110	
Queue Length 95th (ft)	15			#1180	165	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	92			1537	1555	
Starvation Cap Reductn	0			85	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.99	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 95.8
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1332	816	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1432	877	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	31	31	39	1538	1549	5
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	735	735	0	1808	1821	6
Grp Volume(v), veh/h	7	0	1434	0	0	880
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	13.0
Cycle Q Clear(g_c), s	0.4	0.0	53.6	0.0	0.0	13.0
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	73	0	1576	0	0	1554
V/C Ratio(X)	0.10	0.00	0.91	0.00	0.00	0.57
Avail Cap(c_a), veh/h	91	0	1678	0	0	1657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	5.0	0.0	0.0	2.0
Incr Delay (d2), s/veh	0.6	0.0	7.5	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	28.4	0.0	0.0	6.5
LnGrp Delay(d),s/veh	43.7	0.0	12.5	0.0	0.0	2.4
LnGrp LOS	D		B			A
Approach Vol, veh/h	7			1434	880	
Approach Delay, s/veh	43.7			12.5	2.4	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				84.7		9.0		84.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				85.0		5.0		85.0
Max Q Clear Time (g_c+I1), s				55.6		2.4		15.0
Green Ext Time (p_c), s				24.1		0.0		46.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1318	17	20	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.812
Satd. Flow (perm)	1638	0	1763	0	0	1421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1417	18	22	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1435	0	0	893
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	10.0		110.0		110.0	110.0
Total Split (%)	8.3%		91.7%		91.7%	91.7%
Maximum Green (s)	5.0		105.0		105.0	105.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.29		0.96			0.74
Control Delay	39.8		22.2			7.2
Queue Delay	0.0		0.1			2.9
Total Delay	39.8		22.4			10.1
Queue Length 50th (ft)	8		483			151
Queue Length 95th (ft)	40		#1333			250
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	98		1631			1314
Starvation Cap Reductn	0		10			303
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.29		0.89			0.88

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 104.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1318	17	20	810
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1417	18	22	871
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	23	36	1568	20	50	1412
Arrive On Green	0.04	0.04	0.87	0.87	0.87	0.87
Sat Flow, veh/h	636	983	1800	23	18	1621
Grp Volume(v), veh/h	29	0	0	1435	893	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1823	1639	0
Q Serve(g_s), s	1.8	0.0	0.0	51.7	6.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	51.7	57.8	0.0
Prop In Lane	0.38	0.59		0.01	0.02	
Lane Grp Cap(c), veh/h	62	0	0	1588	1462	0
V/C Ratio(X)	0.47	0.00	0.00	0.90	0.61	0.00
Avail Cap(c_a), veh/h	77	0	0	1765	1622	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.2	0.0	0.0	4.2	2.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0	6.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	27.6	6.7	0.0
LnGrp Delay(d),s/veh	56.6	0.0	0.0	10.8	2.6	0.0
LnGrp LOS	E			B	A	
Approach Vol, veh/h	29		1435			893
Approach Delay, s/veh	56.6		10.8			2.6
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		99.5				99.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		5.0		105.0				105.0
Max Q Clear Time (g_c+I1), s		3.8		53.7				59.8
Green Ext Time (p_c), s		0.0		38.2				34.7

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1293	36	33	809	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.998	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1805	0
Flt Permitted		0.828			0.731			0.998			0.909	
Satd. Flow (perm)	0	1445	0	0	1361	0	0	1817	0	0	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			4			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1390	39	35	870	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1434	0	0	922	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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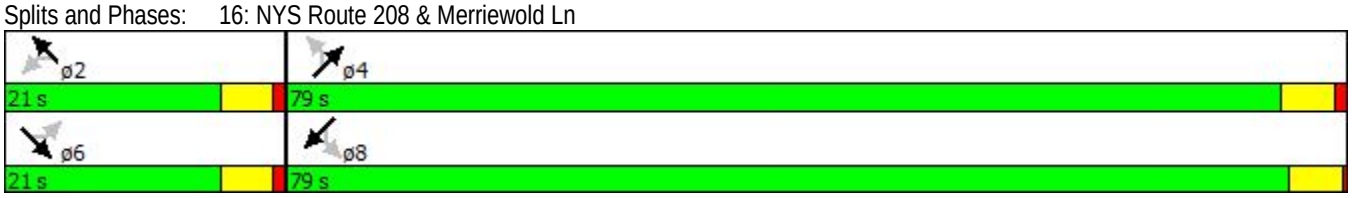
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		20.5	20.5	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.5	74.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.29			0.25			0.97			0.69	
Control Delay		28.3			41.8			27.5			6.9	
Queue Delay		0.0			0.0			39.9			0.0	
Total Delay		28.3			41.8			67.4			6.9	
Queue Length 50th (ft)		9			13			516			151	
Queue Length 95th (ft)		39			39			#1146			305	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		271			241			1476			1344	
Starvation Cap Reductn		0			0			168			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.11			1.10			0.69	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 91.1	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1293	36	33	809	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1812	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1390	39	35	870	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	96	4	37	138	7	8	43	1476	41	71	1337	26
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	707	86	793	1280	157	180	1	1766	49	33	1599	31
Grp Volume(v), veh/h	38	0	0	27	0	0	1434	0	0	922	0	0
Grp Sat Flow(s),veh/h/ln	1586	0	0	1617	0	0	1816	0	0	1662	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.2	0.0	0.0	52.3	0.0	0.0	14.7	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.04		0.02
Lane Grp Cap(c), veh/h	138	0	0	154	0	0	1561	0	0	1434	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.18	0.00	0.00	0.92	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	346	0	0	355	0	0	1608	0	0	1484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	39.5	0.0	0.0	5.4	0.0	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	8.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.6	0.0	0.0	28.5	0.0	0.0	7.3	0.0	0.0
LnGrp Delay(d),s/veh	40.9	0.0	0.0	40.1	0.0	0.0	14.2	0.0	0.0	3.3	0.0	0.0
LnGrp LOS	D			D			B			A		
Approach Vol, veh/h		38			27			1434			922	
Approach Delay, s/veh		40.9			40.1			14.2			3.3	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.1		76.8		9.1		76.8
Change Period (Y+Rc), s		5.0		5.0		5.0		* 5
Max Green Setting (Gmax), s		16.0		74.0		16.0		* 75
Max Q Clear Time (g_c+I1), s		3.2		54.3		3.9		16.7
Green Ext Time (p_c), s		0.2		17.4		0.2		42.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	1035	48	12	611	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.999			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1765	0	0	1730	0
Flt Permitted		0.795			0.841			0.966			0.971	
Satd. Flow (perm)	0	1532	0	0	1605	0	0	1707	0	0	1681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			6			7	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1190	55	14	702	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1282	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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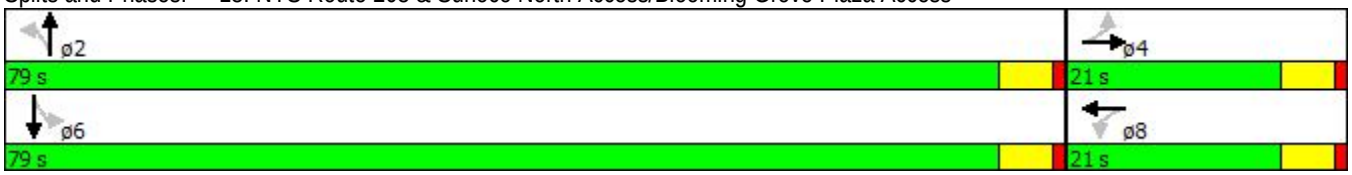
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.25			0.43			0.93			0.56	
Control Delay		38.1			29.6			21.9			5.2	
Queue Delay		0.0			0.0			28.6			18.1	
Total Delay		38.1			29.6			50.5			23.3	
Queue Length 50th (ft)		15			19			404			106	
Queue Length 95th (ft)		42			58			#973			202	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		272			313			1378			1357	
Starvation Cap Reductn		0			0			168			605	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.24			1.06			1.00	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 91.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	1035	48	12	611	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1190	55	14	702	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	157	24	23	111	10	64	70	1339	61	56	1320	71
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1066	330	310	608	138	879	28	1675	76	11	1652	88
Grp Volume(v), veh/h	33	0	0	74	0	0	1282	0	0	754	0	0
Grp Sat Flow(s),veh/h/ln	1706	0	0	1625	0	0	1780	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.4	0.0	0.0	38.7	0.0	0.0	11.4	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.04	0.02		0.05
Lane Grp Cap(c), veh/h	204	0	0	185	0	0	1470	0	0	1447	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.40	0.00	0.00	0.87	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	400	0	0	392	0	0	1729	0	0	1698	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	35.1	0.0	0.0	5.3	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.4	0.0	0.0	4.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.6	0.0	0.0	20.0	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	34.5	0.0	0.0	36.5	0.0	0.0	10.0	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			D			A			A		
Approach Vol, veh/h		33			74			1282			754	
Approach Delay, s/veh		34.5			36.5			10.0			3.0	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.4		10.7		67.4		10.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		40.7		3.3		13.4		5.4
Green Ext Time (p_c), s		21.7		0.4		30.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1263	7	2	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.079	
Satd. Flow (perm)	1652	0	1790	1319	126	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1373	8	2	909
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1373	8	2	909
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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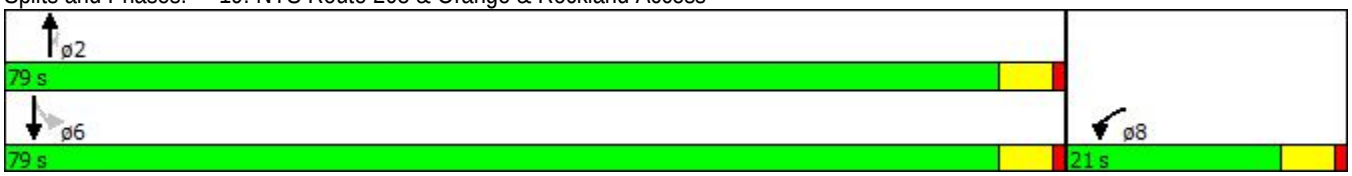
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.10		0.93	0.01	0.02	0.61
Control Delay	30.2		20.4	1.1	2.0	4.9
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	30.2		20.4	1.1	2.0	5.2
Queue Length 50th (ft)	3		399	0	0	123
Queue Length 95th (ft)	20		#1035	2	1	215
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	299		1471	1085	103	1502
Starvation Cap Reductn	0		0	0	0	138
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.93	0.01	0.02	0.67

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 90	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1263	7	2	836
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1373	8	2	909
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	28	39	1487	1095	179	1518
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	580	812	1790	1319	335	1828
Grp Volume(v), veh/h	13	0	1373	8	2	909
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	335	1828
Q Serve(g_s), s	0.7	0.0	46.1	0.1	0.4	13.9
Cycle Q Clear(g_c), s	0.7	0.0	46.1	0.1	46.4	13.9
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	73	0	1487	1095	179	1518
V/C Ratio(X)	0.18	0.00	0.92	0.01	0.01	0.60
Avail Cap(c_a), veh/h	292	0	1605	1182	201	1638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	5.1	1.2	22.0	2.4
Incr Delay (d2), s/veh	1.1	0.0	9.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	25.1	0.0	0.0	6.8
LnGrp Delay(d),s/veh	38.8	0.0	14.1	1.2	22.0	2.9
LnGrp LOS	D		B	A	C	A
Approach Vol, veh/h	13		1381			911
Approach Delay, s/veh	38.8		14.0			2.9
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		73.5				73.5		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		48.1				48.4		2.7
Green Ext Time (p_c), s		20.4				20.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	690	400	1	411	244	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	734	426	1	437	260	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	426	0	438	260	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1160	438	260
Demand Flow Rate, veh/h	1198	460	265
Vehicles Circulating, veh/h	1	265	763
Vehicles Exiting, veh/h	724	763	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	8.5	12.0
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	763	435	460	265
Cap Entry Lane, veh/h	1378	1378	1052	633
Entry HV Adj Factor	0.962	0.980	0.952	0.981
Flow Entry, veh/h	734	426	438	260
Cap Entry, veh/h	1325	1351	1002	621
V/C Ratio	0.554	0.315	0.437	0.419
Control Delay, s/veh	8.8	5.5	8.5	12.0
LOS	A	A	A	B
95th %tile Queue, veh	4	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	318	1270	227	243	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.897		0.977			
Flt Protected	0.985					0.987
Satd. Flow (prot)	3353	0	3435	0	0	3206
Flt Permitted	0.985					0.987
Satd. Flow (perm)	3353	0	3435	0	0	3206
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			576
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	346	1380	247	264	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	1627	0	0	1041
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	503	1627	1041
Demand Flow Rate, veh/h	513	1687	1085
Vehicles Circulating, veh/h	1435	269	160
Vehicles Exiting, veh/h	521	976	1788
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	40.2	19.7	8.3
Approach LOS	E	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.312	0.688	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	353	793	894	510	575
Cap Entry Lane, veh/h	360	409	1052	1078	1164	1180
Entry HV Adj Factor	0.981	0.980	0.964	0.964	0.959	0.960
Flow Entry, veh/h	157	346	765	862	489	552
Cap Entry, veh/h	353	401	1015	1040	1116	1133
V/C Ratio	0.445	0.864	0.753	0.829	0.438	0.487
Control Delay, s/veh	20.3	49.3	17.3	21.8	7.9	8.6
LOS	C	E	C	C	A	A
95th %tile Queue, veh	2	8	7	10	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	952	381	54	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.944			0.850		
Flt Protected	0.972					0.996
Satd. Flow (prot)	1709	0	1845	1599	0	3432
Flt Permitted	0.972					0.996
Satd. Flow (perm)	1709	0	1845	1599	0	3432
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	247	177	1013	405	57	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	1013	405	0	724
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	424	1418	724
Demand Flow Rate, veh/h	433	1467	758
Vehicles Circulating, veh/h	1054	58	252
Vehicles Exiting, veh/h	58	952	1235
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	54.2	14.4	7.1
Approach LOS	F	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	433	1054	413	356	402
Cap Entry Lane, veh/h	470	1300	1302	1069	1093
Entry HV Adj Factor	0.979	0.962	0.980	0.955	0.954
Flow Entry, veh/h	424	1013	405	340	384
Cap Entry, veh/h	461	1250	1276	1021	1043
V/C Ratio	0.921	0.811	0.317	0.333	0.368
Control Delay, s/veh	54.2	17.9	5.7	6.9	7.3
LOS	F	C	A	A	A
95th %tile Queue, veh	11	10	1	1	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	663	404	0	419	267	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1741	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1741	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	73					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	684	416	0	432	275	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1100	0	0	432	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.89			0.34	0.81	
Control Delay	22.0			6.6	53.0	
Queue Delay	6.5			0.0	0.0	
Total Delay	28.5			6.6	53.0	
Queue Length 50th (ft)	419			87	150	
Queue Length 95th (ft)	#835			143	#232	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1241			1280	404	
Starvation Cap Reductn	111			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.97			0.34	0.69	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	663	404	0	419	267	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1898	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	684	416	0	432	275	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	790	480	0	1350	314	2
Arrive On Green	0.71	0.71	0.00	0.71	0.17	0.17
Sat Flow, veh/h	1106	673	0	1891	1798	13
Grp Volume(v), veh/h	0	1100	0	432	278	0
Grp Sat Flow(s),veh/h/ln	0	1779	0	1891	1817	0
Q Serve(g_s), s	0.0	41.7	0.0	7.6	13.4	0.0
Cycle Q Clear(g_c), s	0.0	41.7	0.0	7.6	13.4	0.0
Prop In Lane		0.38	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1270	0	1350	318	0
V/C Ratio(X)	0.00	0.87	0.00	0.32	0.87	0.00
Avail Cap(c_a), veh/h	0	1270	0	1350	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.6	0.0	4.8	36.2	0.0
Incr Delay (d2), s/veh	0.0	8.1	0.0	0.6	13.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.7	0.0	4.2	7.9	0.0
LnGrp Delay(d),s/veh	0.0	17.7	0.0	5.4	49.8	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1100			432	278	
Approach Delay, s/veh	17.7			5.4	49.8	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.3				69.3		20.7
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		43.7				9.6		15.4
Green Ext Time (p_c), s		6.0				7.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	316	1162	240	257	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1771	1479	1900	1507	68	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		100		83		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	333	1223	253	271	782
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	333	1223	253	271	782
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.75	0.95	0.21	1.11	0.54
Control Delay	118.1	45.2	36.6	2.4	132.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	45.2	36.6	2.4	132.2	5.0
Queue Length 50th (ft)	142	202	930	28	~235	168
Queue Length 95th (ft)	#283	323	#1359	47	#419	227
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	444	1289	1232	244	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.75	0.95	0.21	1.11	0.54

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	316	1162	240	257	743
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	333	1223	253	271	782
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	333	1297	1253	293	1565
Arrive On Green	0.09	0.09	0.68	0.68	0.12	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	333	1223	253	271	782
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	13.0	80.2	5.8	14.3	16.5
Cycle Q Clear(g_c), s	12.1	13.0	80.2	5.8	14.3	16.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	333	1297	1253	293	1565
V/C Ratio(X)	0.93	1.00	0.94	0.20	0.93	0.50
Avail Cap(c_a), veh/h	165	333	1297	1253	300	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	55.3	19.8	4.2	48.8	3.2
Incr Delay (d2), s/veh	51.0	49.3	14.6	0.4	32.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	17.5	47.0	3.8	13.0	8.8
LnGrp Delay(d),s/veh	114.1	104.5	34.4	4.5	81.7	4.4
LnGrp LOS	F	F	C	A	F	A
Approach Vol, veh/h	487		1476			1053
Approach Delay, s/veh	107.6		29.3			24.3
Approach LOS	F		C			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	21.4	100.6				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	16.3	82.2				18.5		15.0
Green Ext Time (p_c), s	0.1	10.0				30.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	187	847	229	329	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1650	0	1818	1575	1787	1845
Flt Permitted	0.977				0.076	
Satd. Flow (perm)	1650	0	1818	1575	143	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			123		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	193	873	236	339	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	0	873	236	339	862
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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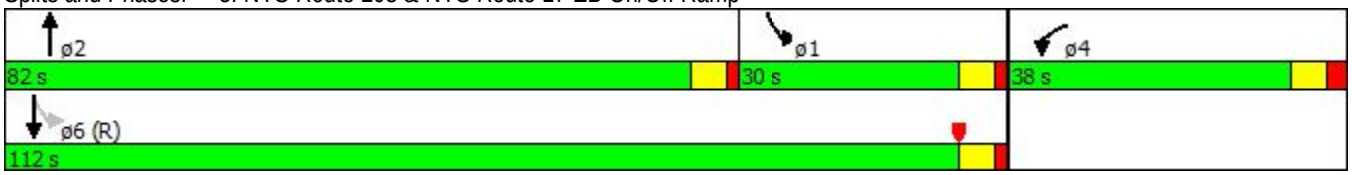
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	1.00		0.94	0.15	0.92	0.66
Control Delay	99.7		53.5	0.2	60.3	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	99.7		53.5	0.2	60.3	10.5
Queue Length 50th (ft)	340		787	0	188	322
Queue Length 95th (ft)	#559		#1088	0	m#291	m576
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	372		927	1575	370	1309
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.00		0.94	0.15	0.92	0.66

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	187	847	229	329	836
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	873	0	339	862
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	369	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1720	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	873	0	339	862
Grp Sat Flow(s),veh/h/ln	1730	0	1818	1575	1792	1845
Q Serve(g_s), s	15.4	0.0	67.9	0.0	20.5	0.0
Cycle Q Clear(g_c), s	15.4	0.0	67.9	0.0	20.5	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	369	1310
V/C Ratio(X)	0.88	0.00	0.94	0.00	0.92	0.66
Avail Cap(c_a), veh/h	363	0	927	803	369	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.19	0.19
Uniform Delay (d), s/veh	65.0	0.0	34.6	0.0	46.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	18.4	0.0	7.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	38.7	0.0	13.9	0.2
LnGrp Delay(d),s/veh	69.7	0.0	53.1	0.0	54.0	0.5
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		873			1201
Approach Delay, s/veh	69.7		53.1			15.6
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.3		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	22.5	69.9		17.4		2.0		
Green Ext Time (p_c), s	0.4	1.8		0.4		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	523	49	654	336	148	708	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.995	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1695	0
Flt Permitted		0.985			0.955		0.091			0.113		
Satd. Flow (perm)	0	1740	0	0	1815	1615	167	1782	1607	206	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				157			160		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	545	51	681	350	154	738	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	545	51	681	350	154	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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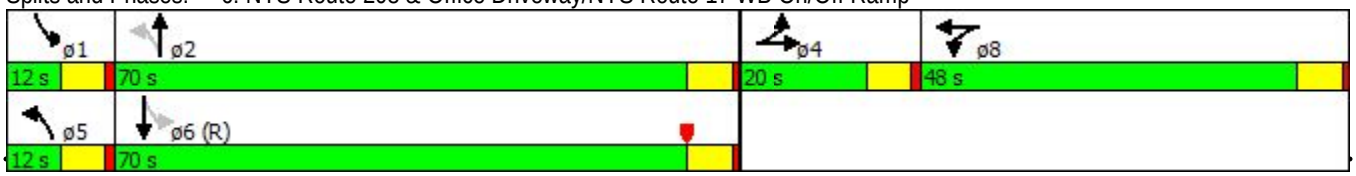
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.34	0.35	0.88	0.22	0.76	0.96	
Control Delay		105.2			79.7	0.6	31.9	57.4	0.1	48.4	51.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.6	31.9	57.4	0.1	48.4	51.7	
Queue Length 50th (ft)		143			392	0	35	580	0	84	~808	
Queue Length 95th (ft)		#292			#543	0	m38	m625	m0	m#169	#1059	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	148	772	1607	203	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.34	0.34	0.88	0.22	0.76	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	523	49	654	336	148	708	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	681	0	154	738	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	178	815	686	198	772	27
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1753	62
Grp Volume(v), veh/h	173	0	0	416	0	0	51	681	0	154	0	764
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1814
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	47.7	0.0	6.0	0.0	47.7
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	47.7	0.0	6.0	0.0	47.7
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	178	815	686	198	0	799
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.29	0.84	0.00	0.78	0.00	0.96
Avail Cap(c_a), veh/h	160	0	0	508	0	452	202	815	686	198	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.23	0.23	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	30.6	38.3	0.0	40.2	0.0	7.8
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.2	2.5	0.0	17.5	0.0	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	25.7	0.0	4.6	0.0	26.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	30.8	40.8	0.0	57.7	0.0	30.6
LnGrp LOS	F			E			C	D		E		C
Approach Vol, veh/h		173			416			732			918	
Approach Delay, s/veh		161.7			77.9			40.1			35.2	
Approach LOS		F			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	49.7		16.0	4.5	49.7		35.7
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	6.7		0.8

Intersection Summary		
HCM 2010 Ctrl Delay		54.5
HCM 2010 LOS		D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1383	902	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1722	0	1668	1492
Flt Permitted	0.255				0.950	
Satd. Flow (perm)	450	1747	1722	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1426	930	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1426	963	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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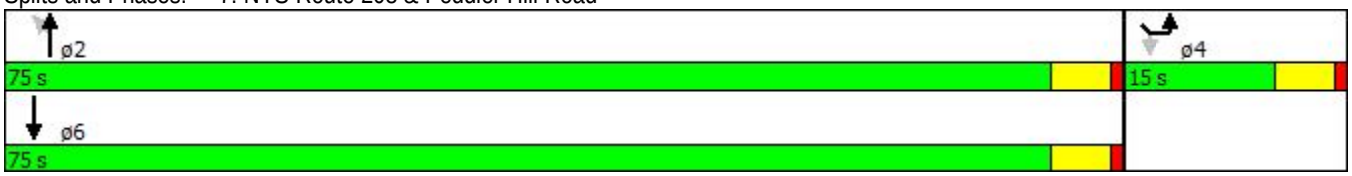
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.26	0.97	0.66		0.29	0.31
Control Delay	4.2	27.6	6.3		43.5	16.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.2	27.6	6.3		43.5	16.9
Queue Length 50th (ft)	9	~588	157		19	0
Queue Length 95th (ft)	29	#1125	319		50	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	379	1473	1453		197	220
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.26	0.97	0.66		0.19	0.22

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	1383	902	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	1426	930	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	461	1529	1454	52	87	77
Arrive On Green	0.82	0.82	0.82	0.82	0.05	0.05
Sat Flow, veh/h	590	1872	1780	63	1791	1599
Grp Volume(v), veh/h	100	1426	0	963	37	49
Grp Sat Flow(s),veh/h/ln	590	1872	0	1844	1791	1599
Q Serve(g_s), s	5.8	43.5	0.0	14.9	1.5	2.2
Cycle Q Clear(g_c), s	20.7	43.5	0.0	14.9	1.5	2.2
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	461	1529	0	1506	87	77
V/C Ratio(X)	0.22	0.93	0.00	0.64	0.43	0.63
Avail Cap(c_a), veh/h	536	1767	0	1740	242	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	5.2	0.0	2.6	34.3	34.6
Incr Delay (d2), s/veh	0.1	8.3	0.0	0.4	1.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	24.5	0.0	7.4	0.8	1.0
LnGrp Delay(d),s/veh	6.7	13.5	0.0	3.0	35.5	37.8
LnGrp LOS	A	B		A	D	D
Approach Vol, veh/h		1526	963		86	
Approach Delay, s/veh		13.0	3.0		36.8	
Approach LOS		B	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		65.6		8.6		65.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		45.5		4.2		16.9		
Green Ext Time (p_c), s		15.1		0.1		22.0		

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1194	830	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.989	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1816	0
Flt Permitted	0.959			0.990		
Satd. Flow (perm)	1698	0	0	1791	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1257	874	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1268	949	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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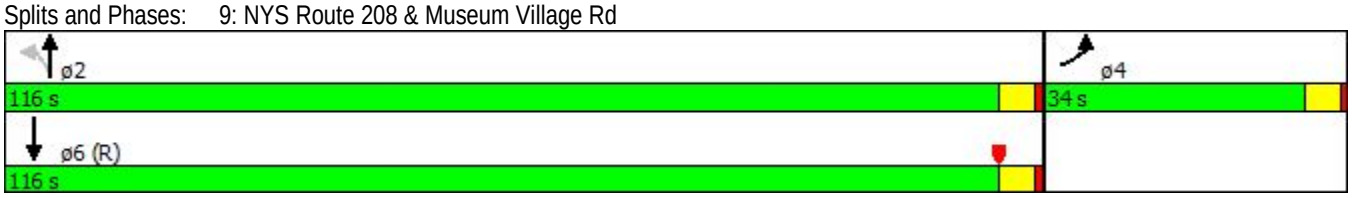
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.96	0.71	
Control Delay	73.3			26.4	14.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			26.4	14.1	
Queue Length 50th (ft)	239			409	452	
Queue Length 95th (ft)	#369			m#1509	603	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1325	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.96	0.71	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	1194	830	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1257	874	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	29	1369	1277	110
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	7	1850	1726	148
Grp Volume(v), veh/h	260	0	1268	0	0	949
Grp Sat Flow(s),veh/h/ln	1748	0	1857	0	0	1874
Q Serve(g_s), s	21.1	0.0	19.4	0.0	0.0	40.0
Cycle Q Clear(g_c), s	21.1	0.0	83.0	0.0	0.0	40.0
Prop In Lane	0.86	0.13	0.01			0.08
Lane Grp Cap(c), veh/h	338	0	1399	0	0	1387
V/C Ratio(X)	0.77	0.00	0.91	0.00	0.00	0.68
Avail Cap(c_a), veh/h	338	0	1399	0	0	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	15.7	0.0	0.0	10.3
Incr Delay (d2), s/veh	15.5	0.0	8.6	0.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	45.3	0.0	0.0	21.4
LnGrp Delay(d),s/veh	72.8	0.0	24.3	0.0	0.0	13.0
LnGrp LOS	E		C			B
Approach Vol, veh/h	260			1268	949	
Approach Delay, s/veh	72.8			24.3	13.0	
Approach LOS	E			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		85.0		23.1		42.0		
Green Ext Time (p_c), s		11.0		0.4		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	1251	91	23	844	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.991			0.996	
Flt Protected		0.969			0.957			0.998			0.999	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1806	0	0	1799	0
Flt Permitted		0.969			0.957			0.948			0.939	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1715	0	0	1691	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		6			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	1277	93	23	861	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1414	0	0	908	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		1.04			0.67	
Control Delay		70.3			72.9	2.5		52.9			12.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		52.9			12.5	
Queue Length 50th (ft)		53			66	0		~1442			383	
Queue Length 95th (ft)		107			122	4		#1860			667	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1366			1346	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		1.04			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 134.9
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	1251	91	23	844	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1889	1910	1910	1871	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	1277	93	23	861	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	58	1286	93	44	1228	34
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	39	1635	118	20	1560	43
Grp Volume(v), veh/h	67	0	0	74	0	23	1414	0	0	908	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1791	0	0	1624	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	74.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	105.0	0.0	0.0	27.1	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.03		0.07	0.03		0.03
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1437	0	0	1305	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.98	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1437	0	0	1305	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	13.7	0.0	0.0	5.9	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	20.2	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	59.5	0.0	0.0	14.7	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	33.9	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		67			97			1414			908	
Approach Delay, s/veh		68.4			69.9			33.9			9.0	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	35	269	379	154	41	146	316	205	151	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.987				0.850		0.897			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1743	0	1652	1670	1583	1599	1512	0	1695	1709	0
Flt Permitted	0.242			0.201			0.609			0.213		
Satd. Flow (perm)	394	1743	0	347	1670	1507	1008	1512	0	380	1709	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	36	277	391	159	42	151	326	211	156	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	429	0	277	391	159	42	477	0	211	224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.87		0.98	0.76	0.24	0.10	0.92		0.82	0.32	
Control Delay	21.6	55.1		86.7	45.3	4.7	18.5	58.8		49.8	24.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.6	55.1		86.7	45.3	4.7	18.5	58.8		49.8	24.3	
Queue Length 50th (ft)	20	282		125	259	10	16	315		89	102	
Queue Length 95th (ft)	42	#413		#271	364	38	39	#549		#225	184	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	305	619		312	623	651	487	564		257	698	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.69		0.89	0.63	0.24	0.09	0.85		0.82	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 103.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	35	269	379	154	41	146	316	205	151	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1834	1900	1863	1727	1863	1742	1803	1881	1845	1818	1919
Adj Flow Rate, veh/h	51	393	36	277	391	159	42	151	326	211	156	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	364	425	39	297	440	504	401	162	349	219	436	190
Arrive On Green	0.16	0.29	0.29	0.13	0.25	0.25	0.03	0.32	0.32	0.07	0.36	0.36
Sat Flow, veh/h	1670	1488	136	1774	1727	1552	1659	504	1087	1757	1196	521
Grp Volume(v), veh/h	51	0	429	277	391	159	42	0	477	211	0	224
Grp Sat Flow(s),veh/h/ln	1670	0	1624	1774	1727	1552	1659	0	1591	1757	0	1717
Q Serve(g_s), s	0.0	0.0	26.1	11.6	22.2	4.3	1.7	0.0	29.6	7.0	0.0	9.7
Cycle Q Clear(g_c), s	0.0	0.0	26.1	11.6	22.2	4.3	1.7	0.0	29.6	7.0	0.0	9.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.68	1.00		0.30
Lane Grp Cap(c), veh/h	364	0	464	297	440	504	401	0	511	219	0	626
V/C Ratio(X)	0.14	0.00	0.92	0.93	0.89	0.32	0.10	0.00	0.93	0.96	0.00	0.36
Avail Cap(c_a), veh/h	364	0	574	297	645	688	505	0	594	219	0	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	35.3	42.3	36.6	10.2	22.4	0.0	33.5	29.1	0.0	23.6
Incr Delay (d2), s/veh	0.1	0.0	17.0	34.2	7.8	0.1	0.0	0.0	19.1	49.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	13.9	10.5	11.5	2.1	0.8	0.0	15.7	5.6	0.0	4.6
LnGrp Delay(d),s/veh	35.1	0.0	52.2	76.5	44.4	10.4	22.5	0.0	52.6	78.7	0.0	23.8
LnGrp LOS	D		D	E	D	B	C		D	E		C
Approach Vol, veh/h		480			827			519			435	
Approach Delay, s/veh		50.4			48.6			50.2			50.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	34.1	7.6	42.1	21.2	30.9	12.0	37.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	13.6	28.1	3.7	11.7	2.0	24.2	9.0	31.6
Green Ext Time (p_c), s	0.0	1.0	0.0	2.7	0.4	1.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	523	49	654	336	148	708	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1695	0
Flt Permitted		0.970		0.950			0.129			0.151		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	237	1782	1607	276	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			533			160		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	545	51	681	350	154	738	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	545	51	681	350	154	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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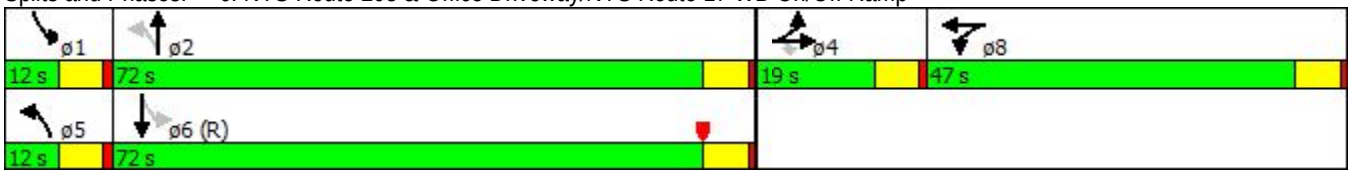
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.34	0.28	0.82	0.22	0.64	0.90	
Control Delay		88.9	12.4	72.5	41.5	0.6	28.7	51.9	0.1	30.7	40.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.6	28.7	51.9	0.1	30.7	40.5	
Queue Length 50th (ft)		80	0	368	16	0	35	570	0	63	553	
Queue Length 95th (ft)		138	37	485	38	0	m38	m624	m0	m#133	#1035	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	185	832	1607	242	852	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.34	0.28	0.82	0.22	0.64	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	523	49	654	336	148	708	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	681	0	154	738	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	238	840	707	214	796	28
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1753	62
Grp Volume(v), veh/h	83	0	90	395	21	0	51	681	0	154	0	764
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1814
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	46.6	0.0	6.0	0.0	36.8
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	46.6	0.0	6.0	0.0	36.8
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	238	840	707	214	0	824
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.21	0.81	0.00	0.72	0.00	0.93
Avail Cap(c_a), veh/h	160	0	140	519	525	441	262	840	707	214	0	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.23	0.23	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	26.4	36.6	0.0	37.7	0.0	5.5
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	2.0	0.0	11.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	25.1	0.0	4.0	0.0	20.2
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	26.5	38.6	0.0	48.9	0.0	23.4
LnGrp LOS	E		F	E	D		C	D		D		C
Approach Vol, veh/h		173			416			732			918	
Approach Delay, s/veh		79.8			69.8			37.7			27.7	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	48.6		10.2	4.4	38.8		33.8
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	9.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1381	917	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.999		
Satd. Flow (prot)	1717	0	0	1863	1808	0
Flt Permitted	0.989			0.957		
Satd. Flow (perm)	1717	0	0	1784	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1454	965	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1494	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	10.0		90.0	90.0	90.0	
Total Split (%)	10.0%		90.0%	90.0%	90.0%	
Maximum Green (s)	5.0		85.0	85.0	85.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.22			0.99	0.63	
Control Delay	28.9			29.1	4.6	
Queue Delay	0.0			10.9	0.9	
Total Delay	28.9			40.0	5.5	
Queue Length 50th (ft)	3			577	132	
Queue Length 95th (ft)	29			#1240	199	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	103			1526	1547	
Starvation Cap Reductn	0			67	296	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.22			1.02	0.78	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 99.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	1381	917	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	1454	965	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	14	49	64	1563	1584	11
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	325	1170	30	1832	1856	13
Grp Volume(v), veh/h	24	0	1494	0	0	972
Grp Sat Flow(s),veh/h/ln	1560	0	1862	0	0	1870
Q Serve(g_s), s	1.4	0.0	22.3	0.0	0.0	15.2
Cycle Q Clear(g_c), s	1.4	0.0	53.7	0.0	0.0	15.2
Prop In Lane	0.21	0.75	0.03			0.01
Lane Grp Cap(c), veh/h	65	0	1627	0	0	1596
V/C Ratio(X)	0.37	0.00	0.92	0.00	0.00	0.61
Avail Cap(c_a), veh/h	82	0	1696	0	0	1666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	4.7	0.0	0.0	2.1
Incr Delay (d2), s/veh	3.4	0.0	8.2	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	29.9	0.0	0.0	7.8
LnGrp Delay(d),s/veh	47.9	0.0	12.9	0.0	0.0	2.7
LnGrp LOS	D		B			A
Approach Vol, veh/h	24			1494	972	
Approach Delay, s/veh	47.9			12.9	2.7	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				86.4		9.0		86.4
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				85.0		5.0		85.0
Max Q Clear Time (g_c+I1), s				55.7		3.4		17.2
Green Ext Time (p_c), s				25.7		0.0		51.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1401	895	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1459	932	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1465	934	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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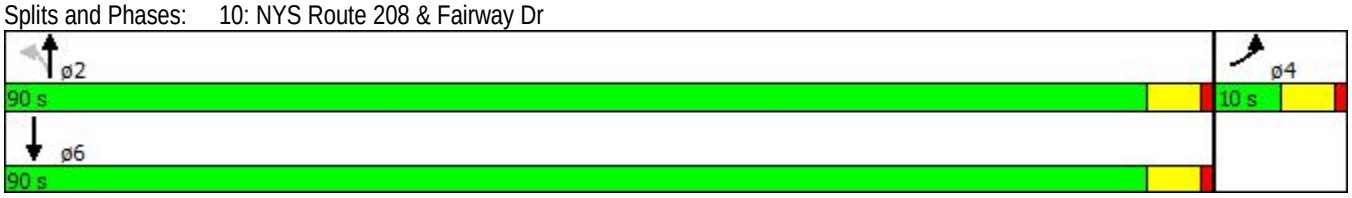
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	10.0		90.0	90.0	90.0	
Total Split (%)	10.0%		90.0%	90.0%	90.0%	
Maximum Green (s)	5.0		85.0	85.0	85.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.95	0.59	
Control Delay	32.9			21.9	4.2	
Queue Delay	0.0			0.0	0.2	
Total Delay	32.9			21.9	4.4	
Queue Length 50th (ft)	1			436	115	
Queue Length 95th (ft)	16			#1160	169	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	102			1690	1729	
Starvation Cap Reductn	0			0	199	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.87	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1401	895	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1459	932	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	18	45	40	1577	1610	3
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	421	1052	2	1856	1895	4
Grp Volume(v), veh/h	8	0	1465	0	0	934
Grp Sat Flow(s),veh/h/ln	1684	0	1858	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	13.5
Cycle Q Clear(g_c), s	0.4	0.0	51.6	0.0	0.0	13.5
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	72	0	1618	0	0	1614
V/C Ratio(X)	0.11	0.00	0.91	0.00	0.00	0.58
Avail Cap(c_a), veh/h	90	0	1735	0	0	1734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	4.9	0.0	0.0	2.1
Incr Delay (d2), s/veh	0.7	0.0	6.9	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	27.9	0.0	0.0	6.9
LnGrp Delay(d),s/veh	43.5	0.0	11.9	0.0	0.0	2.5
LnGrp LOS	D		B			A
Approach Vol, veh/h	8			1465	934	
Approach Delay, s/veh	43.5			11.9	2.5	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		84.1		9.0		84.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		85.0		5.0		85.0		
Max Q Clear Time (g_c+I1), s		53.6		2.4		15.5		
Green Ext Time (p_c), s		25.5		0.0		46.0		

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	1285	867	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.998	
Flt Protected	0.981			0.999		
Satd. Flow (prot)	1707	0	0	1817	1778	0
Flt Permitted	0.981			0.968		
Satd. Flow (perm)	1707	0	0	1761	1778	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	1298	876	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1330	889	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.27			0.93	0.61	
Control Delay	26.6			20.0	5.4	
Queue Delay	0.0			21.8	0.0	
Total Delay	26.6			41.8	5.4	
Queue Length 50th (ft)	8			387	125	
Queue Length 95th (ft)	39			#1027	242	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	320			1437	1452	
Starvation Cap Reductn	0			159	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.12			1.04	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 90.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	1285	867	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1843	1881
Adj Flow Rate, veh/h	15	24	32	1298	876	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	33	52	66	1487	1485	22
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	637	1019	23	1814	1811	27
Grp Volume(v), veh/h	40	0	1330	0	0	889
Grp Sat Flow(s),veh/h/ln	1698	0	1836	0	0	1838
Q Serve(g_s), s	1.8	0.0	4.1	0.0	0.0	13.1
Cycle Q Clear(g_c), s	1.8	0.0	34.4	0.0	0.0	13.1
Prop In Lane	0.37	0.60	0.02			0.01
Lane Grp Cap(c), veh/h	87	0	1553	0	0	1507
V/C Ratio(X)	0.46	0.00	0.86	0.00	0.00	0.59
Avail Cap(c_a), veh/h	349	0	1789	0	0	1748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	4.3	0.0	0.0	2.4
Incr Delay (d2), s/veh	3.7	0.0	3.9	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	18.3	0.0	0.0	6.6
LnGrp Delay(d),s/veh	39.6	0.0	8.2	0.0	0.0	2.8
LnGrp LOS	D		A			A
Approach Vol, veh/h	40			1330	889	
Approach Delay, s/veh	39.6			8.2	2.8	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				68.8		9.0		68.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				36.4		3.8		15.1
Green Ext Time (p_c), s				27.4		0.0		37.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	1278	22	3	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.998			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1815	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1815	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	1291	22	3	876
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1313	0	0	879
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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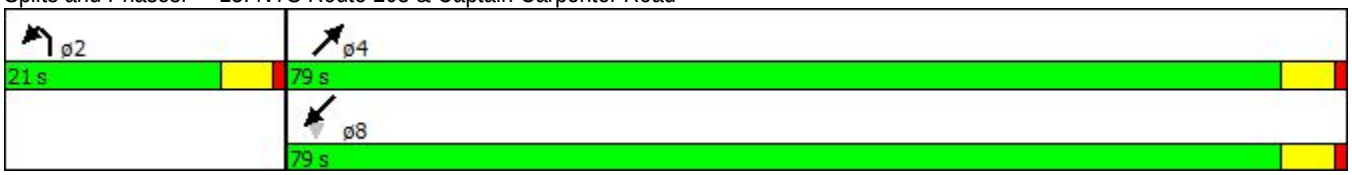
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.15		0.90			0.61
Control Delay	33.9		16.3			5.3
Queue Delay	0.0		0.0			0.5
Total Delay	33.9		16.3			5.8
Queue Length 50th (ft)	7		335			122
Queue Length 95th (ft)	29		#964			221
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	321		1563			1537
Starvation Cap Reductn	0		0			271
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.84			0.69

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 85.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	1278	22	3	867
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	1291	22	3	876
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	61	28	1505	26	48	1508
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1155	533	1845	31	1	1849
Grp Volume(v), veh/h	20	0	0	1313	879	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1876	1850	0
Q Serve(g_s), s	0.8	0.0	0.0	32.7	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	32.7	12.6	0.0
Prop In Lane	0.65	0.30		0.02	0.00	
Lane Grp Cap(c), veh/h	93	0	0	1531	1557	0
V/C Ratio(X)	0.21	0.00	0.00	0.86	0.56	0.00
Avail Cap(c_a), veh/h	374	0	0	1825	1844	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.5	0.0	0.0	4.3	2.5	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	3.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	17.6	6.2	0.0
LnGrp Delay(d),s/veh	35.7	0.0	0.0	8.0	2.8	0.0
LnGrp LOS	D			A	A	
Approach Vol, veh/h	20		1313			879
Approach Delay, s/veh	35.7		8.0			2.8
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		67.1				67.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.8		34.7				14.6
Green Ext Time (p_c), s		0.0		27.4				35.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	1281	868	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1321	895	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1324	897	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.04			0.90	0.60	
Control Delay	33.2			15.8	4.8	
Queue Delay	0.0			4.1	0.0	
Total Delay	33.2			19.9	4.8	
Queue Length 50th (ft)	1			337	119	
Queue Length 95th (ft)	12			#953	194	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	312			1509	1526	
Starvation Cap Reductn	0			126	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.96	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	1281	868	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	1321	895	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	36	36	47	1524	1537	3
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	690	690	1	1860	1877	4
Grp Volume(v), veh/h	5	0	1324	0	0	897
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1881
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	12.8
Cycle Q Clear(g_c), s	0.2	0.0	34.4	0.0	0.0	12.8
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	89	0	1571	0	0	1541
V/C Ratio(X)	0.06	0.00	0.84	0.00	0.00	0.58
Avail Cap(c_a), veh/h	356	0	1825	0	0	1798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	4.4	0.0	0.0	2.4
Incr Delay (d2), s/veh	0.3	0.0	3.3	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	18.0	0.0	0.0	6.4
LnGrp Delay(d),s/veh	35.2	0.0	7.7	0.0	0.0	2.8
LnGrp LOS	D		A			A
Approach Vol, veh/h	5			1324	897	
Approach Delay, s/veh	35.2			7.7	2.8	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				68.4		9.0		68.4
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				36.4		2.2		14.8
Green Ext Time (p_c), s				27.0		0.0		36.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	1267	16	25	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1674	0	1814	0	0	1800
Flt Permitted	0.979					0.851
Satd. Flow (perm)	1674	0	1814	0	0	1533
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	1306	16	26	884
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1322	0	0	910
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.24		0.89			0.73
Control Delay	27.8		16.0			8.2
Queue Delay	0.0		0.0			7.7
Total Delay	27.8		16.0			15.9
Queue Length 50th (ft)	8		345			160
Queue Length 95th (ft)	36		#988			339
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	311		1482			1252
Starvation Cap Reductn	0		0			302
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.11		0.89			0.96

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	1267	16	25	857
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1880	1900	1900	1864
Adj Flow Rate, veh/h	14	19	1306	16	26	884
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	36	49	1519	19	67	1434
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	706	958	1853	23	23	1749
Grp Volume(v), veh/h	34	0	0	1322	910	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1876	1772	0
Q Serve(g_s), s	1.5	0.0	0.0	33.4	0.4	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	33.4	33.9	0.0
Prop In Lane	0.41	0.56		0.01	0.03	
Lane Grp Cap(c), veh/h	88	0	0	1538	1500	0
V/C Ratio(X)	0.39	0.00	0.00	0.86	0.61	0.00
Avail Cap(c_a), veh/h	353	0	0	1786	1724	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	4.3	2.5	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	4.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	18.2	6.8	0.0
LnGrp Delay(d),s/veh	38.4	0.0	0.0	8.3	2.9	0.0
LnGrp LOS	D			A	A	
Approach Vol, veh/h	34		1322			910
Approach Delay, s/veh	38.4		8.3			2.9
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		68.7				68.7
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.5		35.4				35.9
Green Ext Time (p_c), s		0.0		28.1				27.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	1243	35	15	845	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.996			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1874	0	0	1856	0
Flt Permitted		0.810			0.798			0.996			0.972	
Satd. Flow (perm)	0	1463	0	0	1474	0	0	1867	0	0	1806	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			4			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	1281	36	15	871	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1324	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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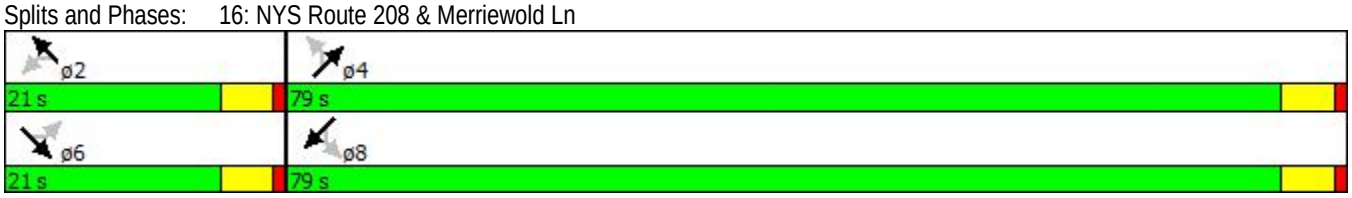
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.14			0.32			0.90			0.63	
Control Delay		31.3			35.4			17.5			6.2	
Queue Delay		0.0			0.0			7.4			0.0	
Total Delay		31.3			35.4			24.9			6.2	
Queue Length 50th (ft)		7			18			359			140	
Queue Length 95th (ft)		29			53			#1000			272	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		296			303			1623			1570	
Starvation Cap Reductn		0			0			266			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.16			0.98			0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 83.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	1243	35	15	845	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1862	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	1281	36	15	871	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	109	18	37	126	10	28	48	1481	41	56	1459	17
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	674	328	668	923	171	497	3	1814	51	11	1788	20
Grp Volume(v), veh/h	20	0	0	48	0	0	1324	0	0	896	0	0
Grp Sat Flow(s),veh/h/ln	1670	0	0	1591	0	0	1868	0	0	1819	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.2	0.0	0.0	34.7	0.0	0.0	13.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.03	0.02		0.01
Lane Grp Cap(c), veh/h	165	0	0	164	0	0	1571	0	0	1532	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.29	0.00	0.00	0.84	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	390	0	0	391	0	0	1810	0	0	1758	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	35.9	0.0	0.0	4.5	0.0	0.0	2.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.0	0.0	0.0	3.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.1	0.0	0.0	18.4	0.0	0.0	6.6	0.0	0.0
LnGrp Delay(d),s/veh	35.6	0.0	0.0	36.9	0.0	0.0	7.9	0.0	0.0	2.9	0.0	0.0
LnGrp LOS	D			D			A			A		
Approach Vol, veh/h		20			48			1324			896	
Approach Delay, s/veh		35.6			36.9			7.9			2.9	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.4		68.9		9.4		68.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		4.2		36.7		2.8		15.4
Green Ext Time (p_c), s		0.2		27.2		0.2		36.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	1009	24	20	626	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.992	
Flt Protected		0.957			0.981			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1763	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	1030	24	20	639	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	1077	0	0	699	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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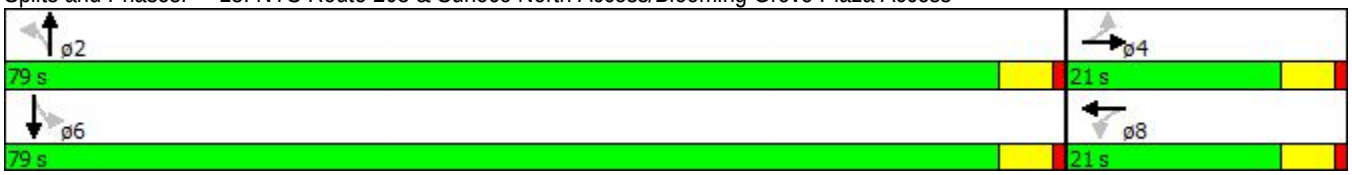
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.16			0.25			0.87			0.59	
Control Delay		32.1			21.1			14.9			6.4	
Queue Delay		0.0			0.0			0.3			0.7	
Total Delay		32.1			21.1			15.2			7.1	
Queue Length 50th (ft)		7			7			198			86	
Queue Length 95th (ft)		40			50			423			171	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		416			512			1714			1627	
Starvation Cap Reductn		0			0			181			545	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.11			0.70			0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 60
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	1009	24	20	626	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1840	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	1030	24	20	639	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	225	12	9	132	10	72	79	1341	31	82	1230	76
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1368	167	123	549	134	968	16	1804	41	19	1655	102
Grp Volume(v), veh/h	27	0	0	58	0	0	1077	0	0	699	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1651	0	0	1861	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.8	0.0	0.0	18.8	0.0	0.0	8.7	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	247	0	0	214	0	0	1450	0	0	1387	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.27	0.00	0.00	0.74	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	568	0	0	566	0	0	2562	0	0	2423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	24.3	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.9	0.0	0.0	9.6	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	24.0	0.0	0.0	25.0	0.0	0.0	5.0	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			1077			699	
Approach Delay, s/veh		24.0			25.0			5.0			3.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.7		9.1		45.7		9.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		20.8		2.7		10.7		3.8
Green Ext Time (p_c), s		19.9		0.3		20.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1190	3	2	861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.093	
Satd. Flow (perm)	1928	0	1844	1583	178	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1280	3	2	926
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1280	3	2	926
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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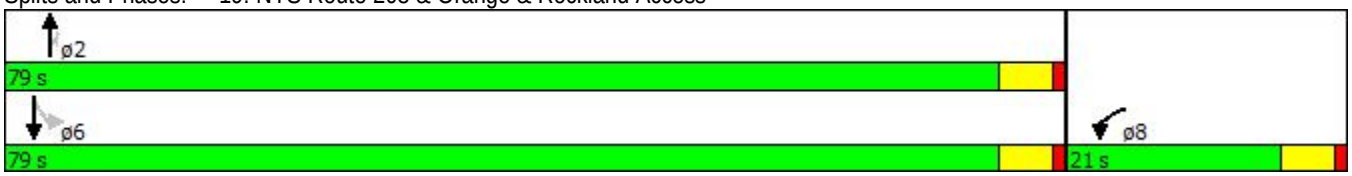
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.17		0.89	0.00	0.01	0.64
Control Delay	28.1		15.6	1.3	2.0	5.9
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	28.1		15.7	1.3	2.0	5.9
Queue Length 50th (ft)	8		298	0	0	132
Queue Length 95th (ft)	36		#653	1	1	237
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	428		1670	1433	161	1687
Starvation Cap Reductn	0		2	0	0	93
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.77	0.00	0.01	0.58

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 77.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	1190	3	2	861
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1280	3	2	926
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	47	44	1495	1283	266	1511
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	876	821	1844	1583	442	1863
Grp Volume(v), veh/h	32	0	1280	3	2	926
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	442	1863
Q Serve(g_s), s	1.3	0.0	31.8	0.0	0.2	13.8
Cycle Q Clear(g_c), s	1.3	0.0	31.8	0.0	32.0	13.8
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	95	0	1495	1283	266	1511
V/C Ratio(X)	0.34	0.00	0.86	0.00	0.01	0.61
Avail Cap(c_a), veh/h	379	0	1844	1583	349	1864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	4.3	1.3	14.2	2.6
Incr Delay (d2), s/veh	2.1	0.0	3.5	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	16.8	0.0	0.0	6.9
LnGrp Delay(d),s/veh	35.8	0.0	7.9	1.3	14.3	3.0
LnGrp LOS	D		A	A	B	A
Approach Vol, veh/h	32		1283			928
Approach Delay, s/veh	35.8		7.9			3.1
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		65.0				65.0		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		33.8				34.0		3.3
Green Ext Time (p_c), s		26.1				26.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	663	404	0	419	267	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1828	1623	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1828	1623	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	684	416	0	432	275	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	684	416	0	432	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1100	432	277
Demand Flow Rate, veh/h	1107	436	280
Vehicles Circulating, veh/h	0	278	691
Vehicles Exiting, veh/h	714	693	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	8.1	11.1
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	691	416	436	280
Cap Entry Lane, veh/h	1379	1379	1039	681
Entry HV Adj Factor	0.990	1.000	0.990	0.989
Flow Entry, veh/h	684	416	432	277
Cap Entry, veh/h	1366	1379	1028	674
V/C Ratio	0.501	0.302	0.420	0.411
Control Delay, s/veh	7.8	5.2	8.1	11.1
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	316	1162	240	257	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.897		0.974			
Flt Protected	0.984					0.987
Satd. Flow (prot)	3193	0	3516	0	0	3252
Flt Permitted	0.984					0.987
Satd. Flow (perm)	3193	0	3516	0	0	3252
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			514
Travel Time (s)	14.3		6.3			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	333	1223	253	271	782
Shared Lane Traffic (%)						
Lane Group Flow (vph)	487	0	1476	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	487	1476	1053
Demand Flow Rate, veh/h	521	1491	1083
Vehicles Circulating, veh/h	1235	285	165
Vehicles Exiting, veh/h	541	963	1591
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	26.3	15.1	8.2
Approach LOS	D	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.317	0.683	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	165	356	701	790	509	574
Cap Entry Lane, veh/h	432	483	1037	1064	1158	1175
Entry HV Adj Factor	0.933	0.935	0.989	0.990	0.973	0.973
Flow Entry, veh/h	154	333	694	782	495	558
Cap Entry, veh/h	404	451	1026	1053	1127	1143
V/C Ratio	0.382	0.738	0.676	0.743	0.439	0.488
Control Delay, s/veh	16.2	30.9	13.9	16.3	7.9	8.6
LOS	C	D	B	C	A	A
95th %tile Queue, veh	2	6	6	7	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	888	381	54	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.944			0.850		
Flt Protected	0.972					0.996
Satd. Flow (prot)	1709	0	1900	1599	0	3493
Flt Permitted	0.972					0.996
Satd. Flow (perm)	1709	0	1900	1599	0	3493
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	239	171	915	393	56	657
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	915	393	0	713
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	410	1308	713
Demand Flow Rate, veh/h	418	1325	734
Vehicles Circulating, veh/h	924	57	244
Vehicles Exiting, veh/h	57	921	1098
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	30.7	10.7	6.8
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	418	924	401	345	389
Cap Entry Lane, veh/h	537	1301	1303	1077	1101
Entry HV Adj Factor	0.981	0.990	0.980	0.972	0.972
Flow Entry, veh/h	410	915	393	335	378
Cap Entry, veh/h	527	1288	1277	1047	1070
V/C Ratio	0.778	0.710	0.308	0.320	0.353
Control Delay, s/veh	30.7	12.9	5.6	6.7	7.0
LOS	D	B	A	A	A
95th %tile Queue, veh	7	6	1	1	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	456	266	0	442	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1719	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1719	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	70					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	536	313	0	520	276	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	849	0	0	520	278	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.70			0.41	0.81	
Control Delay	11.9			7.5	52.7	
Queue Delay	0.9			0.0	0.0	
Total Delay	12.8			7.5	52.7	
Queue Length 50th (ft)	234			113	150	
Queue Length 95th (ft)	346			165	217	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1220			1275	400	
Starvation Cap Reductn	150			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.79			0.41	0.69	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	456	266	0	442	235	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	536	313	0	520	276	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	789	461	0	1344	314	2
Arrive On Green	0.71	0.71	0.00	0.71	0.18	0.18
Sat Flow, veh/h	1110	648	0	1891	1763	13
Grp Volume(v), veh/h	0	849	0	520	279	0
Grp Sat Flow(s),veh/h/ln	0	1758	0	1891	1782	0
Q Serve(g_s), s	0.0	24.3	0.0	9.9	13.7	0.0
Cycle Q Clear(g_c), s	0.0	24.3	0.0	9.9	13.7	0.0
Prop In Lane		0.37	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1249	0	1344	318	0
V/C Ratio(X)	0.00	0.68	0.00	0.39	0.88	0.00
Avail Cap(c_a), veh/h	0	1249	0	1344	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.3	0.0	5.2	36.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.8	14.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.6	0.0	5.4	8.0	0.0
LnGrp Delay(d),s/veh	0.0	10.3	0.0	6.0	50.8	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	849			520	279	
Approach Delay, s/veh	10.3			6.0	50.8	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.0				69.0		21.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		26.3				11.9		15.7
Green Ext Time (p_c), s		5.4				5.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	216	903	36	178	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.201	
Satd. Flow (perm)	1895	1401	1900	1423	358	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		153		17		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	232	971	39	191	974
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	232	971	39	191	974
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.67	0.67	0.03	0.47	0.62
Control Delay	64.1	27.1	11.4	1.3	5.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	27.1	11.4	1.3	5.2	4.6
Queue Length 50th (ft)	28	60	340	2	18	176
Queue Length 95th (ft)	63	142	642	9	33	302
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	284	404	1457	1341	472	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.57	0.67	0.03	0.40	0.62

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 126.8
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	216	903	36	178	906
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	232	971	39	191	974
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	258	271	1354	1293	367	1514
Arrive On Green	0.14	0.14	0.71	0.71	0.04	0.79
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	232	971	39	191	974
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	19.0	42.1	0.6	3.8	30.2
Cycle Q Clear(g_c), s	2.2	19.0	42.1	0.6	3.8	30.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	258	271	1354	1293	367	1514
V/C Ratio(X)	0.13	0.86	0.72	0.03	0.52	0.64
Avail Cap(c_a), veh/h	258	271	1354	1293	481	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	55.6	11.8	1.7	14.5	6.1
Incr Delay (d2), s/veh	0.2	22.9	3.3	0.0	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	10.4	23.1	0.5	3.6	16.6
LnGrp Delay(d),s/veh	53.5	78.5	15.1	1.7	15.7	8.2
LnGrp LOS	D	E	B	A	B	A
Approach Vol, veh/h	266		1010			1165
Approach Delay, s/veh	75.3		14.6			9.5
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.2	104.8				116.0		24.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	5.8	44.1				32.2		21.0
Green Ext Time (p_c), s	0.5	18.9				21.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	103	669	228	371	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1600	0	1853	1560	1823	1881
Flt Permitted	0.977				0.223	
Satd. Flow (perm)	1600	0	1853	1560	428	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			156		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	110	712	243	395	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	712	243	395	640
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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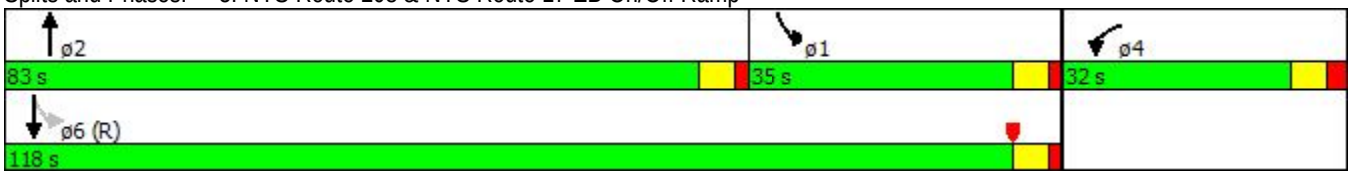
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.85		0.70	0.16	0.65	0.43
Control Delay	81.5		30.0	0.2	28.2	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	81.5		30.0	0.2	28.2	4.7
Queue Length 50th (ft)	168		498	0	144	209
Queue Length 95th (ft)	257		701	0	m228	165
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	299		1023	1560	610	1477
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.69		0.70	0.16	0.65	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	103	669	228	371	602
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	712	0	395	640
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	560	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1664	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	712	0	395	640
Grp Sat Flow(s),veh/h/ln	1682	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	45.2	0.0	5.6	0.0
Cycle Q Clear(g_c), s	8.5	0.0	45.2	0.0	5.6	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	560	1411
V/C Ratio(X)	0.82	0.00	0.74	0.00	0.71	0.45
Avail Cap(c_a), veh/h	286	0	958	806	560	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.48	0.48
Uniform Delay (d), s/veh	68.8	0.0	28.4	0.0	31.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	5.2	0.0	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	24.5	0.0	11.2	0.2
LnGrp Delay(d),s/veh	74.0	0.0	33.7	0.0	32.6	0.5
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		712			1035
Approach Delay, s/veh	74.0		33.7			12.8
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	7.6	47.2		10.5		2.0		
Green Ext Time (p_c), s	1.0	2.1		0.2		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	326	51	501	229	120	728	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.993	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1692	0
Flt Permitted		0.982			0.957		0.180			0.335		
Satd. Flow (perm)	0	1630	0	0	1788	1631	347	1765	1607	599	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				178			153		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	333	52	511	234	122	743	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	333	52	511	234	122	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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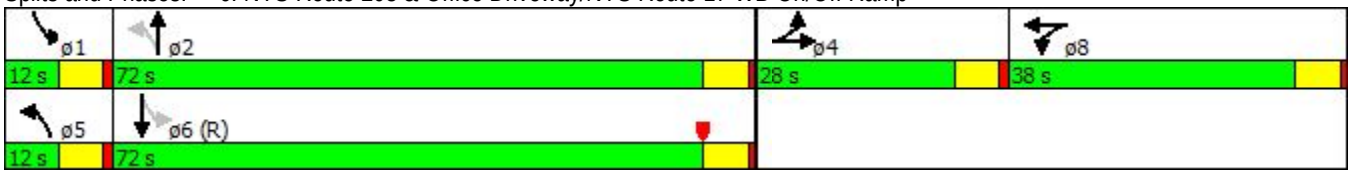
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.20	0.19	0.54	0.15	0.28	0.81	
Control Delay		74.4			82.7	0.3	22.4	33.0	0.1	15.0	30.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.3	22.4	33.0	0.1	15.0	30.3	
Queue Length 50th (ft)		88			215	0	24	262	0	43	337	
Queue Length 95th (ft)		152			296	0	m48	461	0	m85	#1058	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	276	947	1607	438	957	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.20	0.19	0.54	0.15	0.28	0.81	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	326	51	501	229	120	728	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	511	0	122	743	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	221	832	707	314	786	37
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1730	81
Grp Volume(v), veh/h	115	0	0	224	0	0	52	511	0	122	0	778
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1811
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	31.1	0.0	6.0	0.0	41.8
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	31.1	0.0	6.0	0.0	41.8
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	221	832	707	314	0	823
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.24	0.61	0.00	0.39	0.00	0.95
Avail Cap(c_a), veh/h	236	0	0	381	0	348	247	832	707	314	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.66	0.66	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	27.7	32.2	0.0	25.3	0.0	5.6
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.4	2.2	0.0	0.8	0.0	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	16.7	0.0	2.9	0.0	22.8
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	28.0	34.5	0.0	26.1	0.0	26.3
LnGrp LOS	E			E			C	C		C		C
Approach Vol, veh/h		115			224			563			900	
Approach Delay, s/veh		73.1			74.5			33.9			26.2	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	8.0	33.1		12.6	4.3	43.8		20.5
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	7.2		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		37.6
HCM 2010 LOS		D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	1064	995	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1745	0	1668	1492
Flt Permitted	0.206				0.950	
Satd. Flow (perm)	363	1730	1745	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	1075	1005	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1075	1016	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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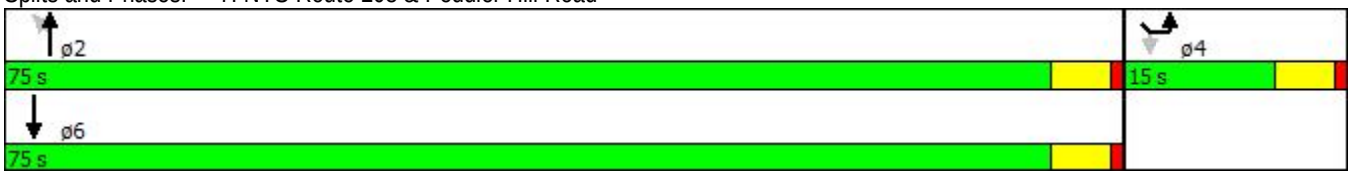
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.11	0.73	0.69		0.03	0.27
Control Delay	3.1	8.3	7.0		31.2	12.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	8.3	7.0		31.2	12.5
Queue Length 50th (ft)	2	174	149		2	0
Queue Length 95th (ft)	10	435	356		18	39
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	348	1657	1671		447	453
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.09	0.65	0.61		0.02	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 50.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	1064	995	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	1075	1005	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	375	1331	1328	15	104	93
Arrive On Green	0.72	0.72	0.72	0.72	0.06	0.06
Sat Flow, veh/h	561	1853	1848	20	1791	1599
Grp Volume(v), veh/h	33	1075	0	1016	8	73
Grp Sat Flow(s),veh/h/ln	561	1853	0	1868	1791	1599
Q Serve(g_s), s	1.7	17.4	0.0	15.0	0.2	2.0
Cycle Q Clear(g_c), s	16.7	17.4	0.0	15.0	0.2	2.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	375	1331	0	1342	104	93
V/C Ratio(X)	0.09	0.81	0.00	0.76	0.08	0.78
Avail Cap(c_a), veh/h	850	2900	0	2923	400	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	4.2	0.0	3.9	19.9	20.8
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.3	0.1	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.5	0.0	7.5	0.1	1.0
LnGrp Delay(d),s/veh	9.1	4.7	0.0	4.2	20.0	26.2
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		1108	1016		81	
Approach Delay, s/veh		4.8	4.2		25.5	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		37.1		7.6		37.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		19.4		4.0		17.0		
Green Ext Time (p_c), s		12.7		0.1		12.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	852	863	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.989	
Flt Protected	0.958					
Satd. Flow (prot)	1660	0	0	1810	1833	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1833	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	869	881	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	877	959	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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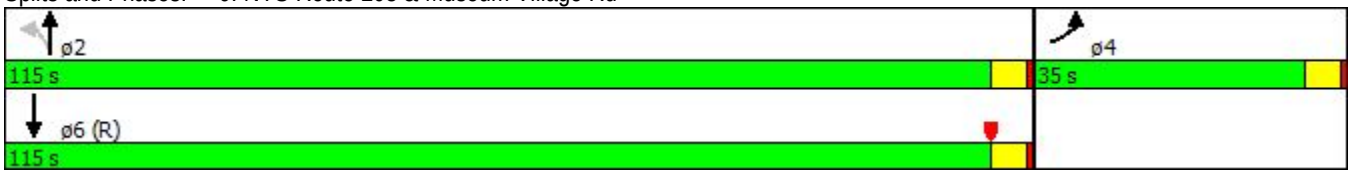
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.67	0.71	
Control Delay	52.1			6.7	14.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			6.7	14.8	
Queue Length 50th (ft)	83			100	471	
Queue Length 95th (ft)	143			137	628	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1346	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.67	0.71	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	852	863	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	869	881	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	29	1358	1273	113
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	6	1852	1736	154
Grp Volume(v), veh/h	104	0	877	0	0	959
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1890
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	41.2
Cycle Q Clear(g_c), s	7.8	0.0	35.3	0.0	0.0	41.2
Prop In Lane	0.87	0.12	0.01			0.08
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1386
V/C Ratio(X)	0.30	0.00	0.63	0.00	0.00	0.69
Avail Cap(c_a), veh/h	342	0	1387	0	0	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	10.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	18.3	0.0	0.0	22.4
LnGrp Delay(d),s/veh	53.4	0.0	10.8	0.0	0.0	13.7
LnGrp LOS	D		B			B
Approach Vol, veh/h	104			877	959	
Approach Delay, s/veh	53.4			10.8	13.7	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		37.3		9.8		43.2		
Green Ext Time (p_c), s		8.0		0.3		8.0		

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	41	288	279	159	42	128	263	183	129	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.981				0.850		0.899			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1776	0	1668	1818	1599	1727	1572	0	1728	1839	0
Flt Permitted	0.334			0.233			0.641			0.183		
Satd. Flow (perm)	563	1776	0	405	1818	1522	1140	1572	0	333	1839	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	46	324	313	179	47	144	296	206	145	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	371	0	324	313	179	47	440	0	206	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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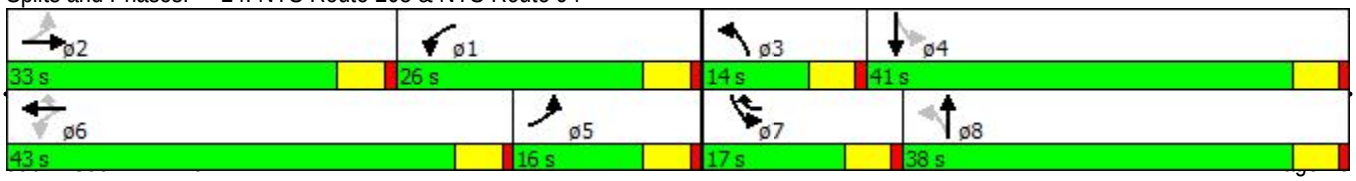
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.10	0.88		0.89	0.49	0.22	0.11	0.92		0.66	0.25	
Control Delay	21.6	62.2		63.1	32.8	2.5	19.1	62.6		30.1	24.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.6	62.2		63.1	32.8	2.5	19.1	62.6		30.1	24.7	
Queue Length 50th (ft)	14	253		151	142	0	19	313		92	88	
Queue Length 95th (ft)	26	#408		#253	292	25	42	#514		#152	151	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	349	491		453	730	816	500	508		319	723	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.76		0.72	0.43	0.22	0.09	0.87		0.65	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 104
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	41	288	279	159	42	128	263	183	129	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1884	1900	1881	1881	1881	1881	1869	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	46	324	313	179	47	144	296	206	145	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	451	355	50	359	374	467	472	158	324	283	527	142
Arrive On Green	0.21	0.24	0.24	0.16	0.20	0.20	0.03	0.29	0.29	0.10	0.36	0.36
Sat Flow, veh/h	1737	1449	205	1792	1881	1559	1791	540	1110	1792	1453	391
Grp Volume(v), veh/h	26	0	371	324	313	179	47	0	440	206	0	184
Grp Sat Flow(s),veh/h/ln	1737	0	1654	1792	1881	1559	1791	0	1650	1792	0	1844
Q Serve(g_s), s	0.0	0.0	21.2	13.2	15.6	4.3	1.8	0.0	25.1	7.4	0.0	6.9
Cycle Q Clear(g_c), s	0.0	0.0	21.2	13.2	15.6	4.3	1.8	0.0	25.1	7.4	0.0	6.9
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.67	1.00		0.21
Lane Grp Cap(c), veh/h	451	0	405	359	374	467	472	0	481	283	0	668
V/C Ratio(X)	0.06	0.00	0.92	0.90	0.84	0.38	0.10	0.00	0.91	0.73	0.00	0.28
Avail Cap(c_a), veh/h	451	0	476	461	735	767	587	0	560	328	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	35.8	38.4	37.5	10.1	23.1	0.0	33.3	23.6	0.0	22.0
Incr Delay (d2), s/veh	0.0	0.0	19.1	15.5	1.9	0.2	0.0	0.0	16.8	5.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	11.8	10.0	8.3	2.1	0.9	0.0	13.6	4.1	0.0	3.5
LnGrp Delay(d),s/veh	29.8	0.0	54.9	53.9	39.4	10.3	23.1	0.0	50.1	28.7	0.0	22.1
LnGrp LOS	C		D	D	D	B	C		D	C		C
Approach Vol, veh/h		397			816			487			390	
Approach Delay, s/veh		53.3			38.8			47.5			25.6	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	28.8	7.7	40.3	25.0	24.3	14.6	33.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	15.2	23.2	3.8	8.9	2.0	17.6	9.4	27.1
Green Ext Time (p_c), s	0.3	0.6	0.0	2.4	0.5	1.7	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	326	51	501	229	120	728	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1692	0
Flt Permitted		0.967			0.957		0.199			0.343		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	384	1765	1607	614	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			178			153		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	333	52	511	234	122	743	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	333	52	511	234	122	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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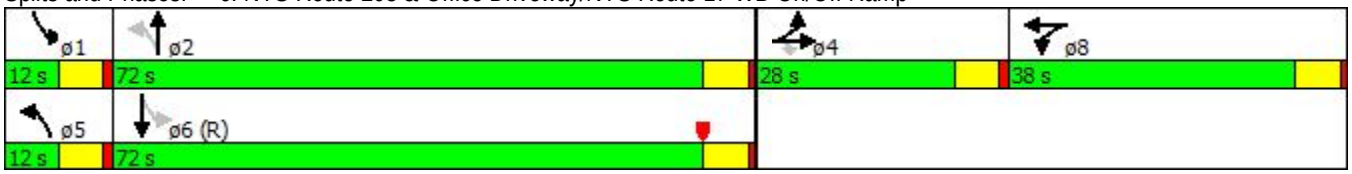
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.20	0.17	0.52	0.15	0.26	0.78	
Control Delay		84.8	3.2		82.7	0.3	20.0	31.5	0.1	13.3	27.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.3	20.0	31.5	0.1	13.3	27.2	
Queue Length 50th (ft)		60	0		215	0	23	262	0	41	337	
Queue Length 95th (ft)		109	0		296	0	m48	455	0	m84	#996	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	301	977	1607	465	993	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.20	0.17	0.52	0.15	0.26	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	326	51	501	229	120	728	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	511	0	122	743	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	221	832	707	314	786	37
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1730	81
Grp Volume(v), veh/h	62	0	53	224	0	0	52	511	0	122	0	778
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1811
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	31.1	0.0	6.0	0.0	41.8
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	31.1	0.0	6.0	0.0	41.8
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	221	832	707	314	0	823
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.24	0.61	0.00	0.39	0.00	0.95
Avail Cap(c_a), veh/h	252	0	219	381	0	348	247	832	707	314	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.66	0.66	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	27.7	32.2	0.0	25.3	0.0	5.6
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.4	2.2	0.0	0.8	0.0	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	16.7	0.0	1.3	0.0	22.8
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	28.0	34.5	0.0	26.1	0.0	26.3
LnGrp LOS	E		E	E			C	C		C		C
Approach Vol, veh/h		115			224			563			900	
Approach Delay, s/veh		74.6			74.5			33.9			26.2	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	8.0	33.1		7.3	4.3	43.8		20.5
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	7.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	1054	988	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1844	1826	0
Flt Permitted	0.988			0.979		
Satd. Flow (perm)	1913	0	0	1808	1826	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	1065	998	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	1084	1008	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.10			0.86	0.79	
Control Delay	19.7			13.9	10.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	19.7			13.9	10.5	
Queue Length 50th (ft)	2			184	152	
Queue Length 95th (ft)	26			362	288	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	592			1757	1774	
Starvation Cap Reductn	0			33	50	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.63	0.58	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 57	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	1054	988	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	1065	998	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	26	79	68	1456	1457	15
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	416	1249	13	1868	1869	19
Grp Volume(v), veh/h	25	0	1084	0	0	1008
Grp Sat Flow(s),veh/h/ln	1735	0	1880	0	0	1887
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	16.0
Cycle Q Clear(g_c), s	0.9	0.0	18.4	0.0	0.0	16.0
Prop In Lane	0.24	0.72	0.02			0.01
Lane Grp Cap(c), veh/h	109	0	1523	0	0	1471
V/C Ratio(X)	0.23	0.00	0.71	0.00	0.00	0.69
Avail Cap(c_a), veh/h	437	0	2232	0	0	2201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	3.6	0.0	0.0	3.3
Incr Delay (d2), s/veh	1.1	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	9.6	0.0	0.0	8.1
LnGrp Delay(d),s/veh	29.3	0.0	4.2	0.0	0.0	3.9
LnGrp LOS	C		A			A
Approach Vol, veh/h	25			1084	1008	
Approach Delay, s/veh	29.3			4.2	3.9	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				54.5		9.0		54.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				20.4		2.9		18.0
Green Ext Time (p_c), s				29.1		0.0		29.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	934	933	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.994		
Satd. Flow (perm)	1706	0	0	1833	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	1026	1025	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1033	1029	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.06			0.85	0.81	
Control Delay	20.1			13.6	11.7	
Queue Delay	0.0			0.0	0.2	
Total Delay	20.1			13.6	11.8	
Queue Length 50th (ft)	1			159	150	
Queue Length 95th (ft)	17			317	291	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	579			1833	1898	
Starvation Cap Reductn	0			0	207	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.56	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	934	933	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	1026	1025	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	61	63	1403	1447	6
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	653	914	3	1834	1891	7
Grp Volume(v), veh/h	13	0	1033	0	0	1029
Grp Sat Flow(s),veh/h/ln	1697	0	1837	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	16.6
Cycle Q Clear(g_c), s	0.4	0.0	17.8	0.0	0.0	16.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	114	0	1466	0	0	1452
V/C Ratio(X)	0.11	0.00	0.70	0.00	0.00	0.71
Avail Cap(c_a), veh/h	456	0	2334	0	0	2361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	3.7	0.0	0.0	3.6
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	8.9	0.0	0.0	8.6
LnGrp Delay(d),s/veh	26.5	0.0	4.4	0.0	0.0	4.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	13			1033	1029	
Approach Delay, s/veh	26.5			4.4	4.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.5		9.0		50.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		19.8		2.4		18.6		
Green Ext Time (p_c), s		25.7		0.0		25.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	982	921	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1726	0	0	1815	1797	0
Flt Permitted	0.988			0.953		
Satd. Flow (perm)	1726	0	0	1734	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	1002	940	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	1038	951	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.19			0.86	0.76	
Control Delay	18.4			14.3	9.5	
Queue Delay	0.0			0.2	0.0	
Total Delay	18.4			14.5	9.5	
Queue Length 50th (ft)	3			178	139	
Queue Length 95th (ft)	38			378	277	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	537			1668	1728	
Starvation Cap Reductn	0			117	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.67	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 58.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	982	921	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	1002	940	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	28	84	86	1367	1408	16
Arrive On Green	0.07	0.07	0.77	0.77	0.77	0.77
Sat Flow, veh/h	419	1257	31	1784	1837	22
Grp Volume(v), veh/h	45	0	1038	0	0	951
Grp Sat Flow(s),veh/h/ln	1714	0	1815	0	0	1859
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	14.7
Cycle Q Clear(g_c), s	1.5	0.0	17.2	0.0	0.0	14.7
Prop In Lane	0.24	0.73	0.03			0.01
Lane Grp Cap(c), veh/h	114	0	1453	0	0	1425
V/C Ratio(X)	0.39	0.00	0.71	0.00	0.00	0.67
Avail Cap(c_a), veh/h	457	0	2273	0	0	2295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	3.6	0.0	0.0	3.3
Incr Delay (d2), s/veh	2.2	0.0	0.7	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.6	0.0	0.0	7.3
LnGrp Delay(d),s/veh	29.0	0.0	4.3	0.0	0.0	3.9
LnGrp LOS	C		A			A
Approach Vol, veh/h	45			1038	951	
Approach Delay, s/veh	29.0			4.3	3.9	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				50.9		9.0		50.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				19.2		3.5		16.7
Green Ext Time (p_c), s				26.7		0.1		27.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	979	13	1	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1815	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1815	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	999	13	1	939
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	1012	0	0	940
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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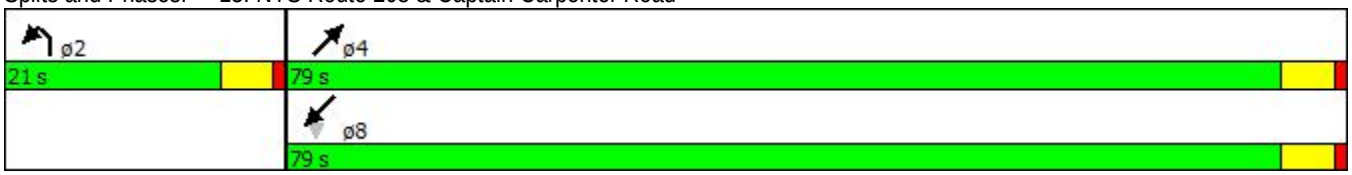
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.06		0.84			0.78
Control Delay	25.5		13.3			10.8
Queue Delay	0.0		0.0			0.0
Total Delay	25.5		13.3			10.8
Queue Length 50th (ft)	3		157			136
Queue Length 95th (ft)	21		314			263
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	570		1815			1808
Starvation Cap Reductn	0		0			31
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.56			0.53

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	979	13	1	920
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1881	1900	1890	1872
Adj Flow Rate, veh/h	12	1	999	13	1	939
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	109	9	1401	18	63	1414
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1566	131	1853	24	0	1871
Grp Volume(v), veh/h	14	0	0	1012	940	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1877	1871	0
Q Serve(g_s), s	0.4	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	16.4	14.1	0.0
Prop In Lane	0.86	0.07		0.01	0.00	
Lane Grp Cap(c), veh/h	127	0	0	1419	1477	0
V/C Ratio(X)	0.11	0.00	0.00	0.71	0.64	0.00
Avail Cap(c_a), veh/h	510	0	0	2422	2475	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	3.7	3.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	8.4	7.2	0.0
LnGrp Delay(d),s/veh	25.4	0.0	0.0	4.4	3.9	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		1012			940
Approach Delay, s/veh	25.4		4.4			3.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		48.4				48.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		18.4				16.1
Green Ext Time (p_c), s		0.0		25.0				25.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	976	919	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1837	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1795	1837	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	1038	978	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1042	981	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.85	0.78	
Control Delay	24.0			13.5	10.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	24.0			13.5	10.2	
Queue Length 50th (ft)	1			165	139	
Queue Length 95th (ft)	10			311	252	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	553			1791	1833	
Starvation Cap Reductn	0			30	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.59	0.54	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	976	919	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	1038	978	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	46	46	61	1429	1456	4
Arrive On Green	0.07	0.07	0.77	0.77	0.77	0.77
Sat Flow, veh/h	690	690	1	1858	1893	6
Grp Volume(v), veh/h	5	0	1042	0	0	981
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	15.0
Cycle Q Clear(g_c), s	0.2	0.0	17.8	0.0	0.0	15.0
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	114	0	1489	0	0	1460
V/C Ratio(X)	0.04	0.00	0.70	0.00	0.00	0.67
Avail Cap(c_a), veh/h	456	0	2325	0	0	2320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	3.7	0.0	0.0	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.9	0.0	0.0	7.6
LnGrp Delay(d),s/veh	26.7	0.0	4.3	0.0	0.0	3.9
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			1042	981	
Approach Delay, s/veh	26.7			4.3	3.9	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				51.6		9.0		51.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				19.8		2.2		17.0
Green Ext Time (p_c), s				26.8		0.0		27.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	968	11	18	911
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	1030	12	19	969
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	1042	0	0	988
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.15		0.85			0.82
Control Delay	19.3		13.7			12.5
Queue Delay	0.0		0.0			0.3
Total Delay	19.3		13.7			12.8
Queue Length 50th (ft)	3		169			154
Queue Length 95th (ft)	32		358			325
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	546		1784			1745
Starvation Cap Reductn	0		0			229
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.58			0.65

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 54
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	968	11	18	911
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1881	1900	1900	1882
Adj Flow Rate, veh/h	13	21	1030	12	19	969
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	42	67	1430	17	71	1414
Arrive On Green	0.07	0.07	0.77	0.77	0.77	0.77
Sat Flow, veh/h	634	1024	1856	22	13	1835
Grp Volume(v), veh/h	35	0	0	1042	988	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1878	1849	0
Q Serve(g_s), s	1.2	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	17.5	15.5	0.0
Prop In Lane	0.37	0.60		0.01	0.02	
Lane Grp Cap(c), veh/h	112	0	0	1446	1484	0
V/C Ratio(X)	0.31	0.00	0.00	0.72	0.67	0.00
Avail Cap(c_a), veh/h	448	0	0	2280	2282	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	3.6	3.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	9.0	7.9	0.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	4.3	3.9	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	35		1042			988
Approach Delay, s/veh	28.7		4.3			3.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		51.9				51.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.2		19.5				17.5
Green Ext Time (p_c), s		0.0		27.5				27.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	960	18	5	912	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.998			0.999	
Flt Protected		0.966			0.975							
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1878	0	0	1861	0
Flt Permitted		0.775			0.828			0.991			0.996	
Satd. Flow (perm)	0	1347	0	0	1457	0	0	1861	0	0	1854	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			3			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	1000	19	5	950	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	1029	0	0	959	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.14			0.83			0.78	
Control Delay		24.4			22.2			13.1			10.8	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		24.4			22.2			13.3			10.8	
Queue Length 50th (ft)		3			4			162			139	
Queue Length 95th (ft)		24			30			341			286	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			1849			1842	
Starvation Cap Reductn		0			0			235			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.64			0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	960	18	5	912	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	1000	19	5	950	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	159	22	23	134	25	39	65	1393	26	63	1410	6
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	809	318	347	614	362	574	5	1825	34	2	1847	8
Grp Volume(v), veh/h	17	0	0	27	0	0	1029	0	0	959	0	0
Grp Sat Flow(s),veh/h/ln	1475	0	0	1551	0	0	1865	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.9	0.0	0.0	17.0	0.0	0.0	14.9	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.01		0.02	0.01		0.00
Lane Grp Cap(c), veh/h	204	0	0	197	0	0	1484	0	0	1478	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.14	0.00	0.00	0.69	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	513	0	0	528	0	0	2352	0	0	2347	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.1	0.0	0.0	3.7	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	8.5	0.0	0.0	7.4	0.0	0.0
LnGrp Delay(d),s/veh	26.1	0.0	0.0	26.4	0.0	0.0	4.3	0.0	0.0	3.9	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		17			27			1029			959	
Approach Delay, s/veh		26.1			26.4			4.3			3.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		50.1		9.0		50.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		2.9		19.0		2.5		16.9
Green Ext Time (p_c), s		0.1		26.1		0.1		26.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	681	16	14	604	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.988	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1788	0
Flt Permitted		0.722			0.836			0.978			0.982	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1783	0	0	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			3			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	717	17	15	636	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	753	0	0	713	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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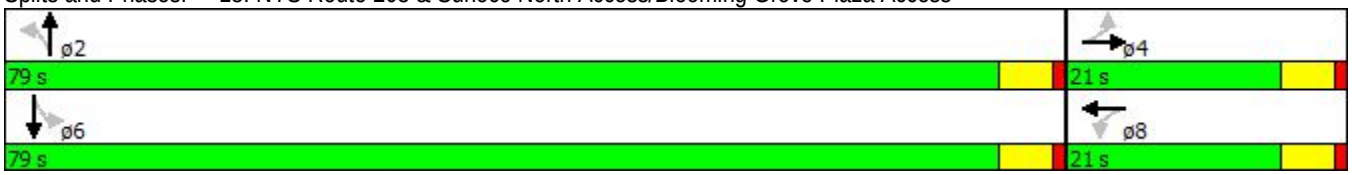
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.11			0.13			0.75			0.72	
Control Delay		17.2			13.3			11.7			10.6	
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		17.2			13.3			11.7			10.8	
Queue Length 50th (ft)		4			3			91			82	
Queue Length 95th (ft)		24			25			195			176	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		626			723			1783			1757	
Starvation Cap Reductn		0			0			32			358	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.43			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 38.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	681	16	14	604	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	717	17	15	636	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	313	17	12	200	31	82	107	1141	27	104	1049	101
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1285	164	116	579	294	786	16	1802	42	12	1656	159
Grp Volume(v), veh/h	27	0	0	38	0	0	753	0	0	713	0	0
Grp Sat Flow(s),veh/h/ln	1566	0	0	1660	0	0	1860	0	0	1827	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.7	0.0	0.0	9.3	0.0	0.0	8.8	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.02	0.02		0.09
Lane Grp Cap(c), veh/h	342	0	0	313	0	0	1275	0	0	1253	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.12	0.00	0.00	0.59	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	811	0	0	818	0	0	3643	0	0	3585	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	15.6	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	4.8	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	15.6	0.0	0.0	15.8	0.0	0.0	4.7	0.0	0.0	4.6	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			753			713	
Approach Delay, s/veh		15.6			15.8			4.7			4.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.2		9.0		29.2		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		11.3		2.5		10.8		2.7
Green Ext Time (p_c), s		12.9		0.2		12.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	859	2	2	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.199	
Satd. Flow (perm)	1998	0	1844	1583	382	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	877	2	2	892
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	877	2	2	892
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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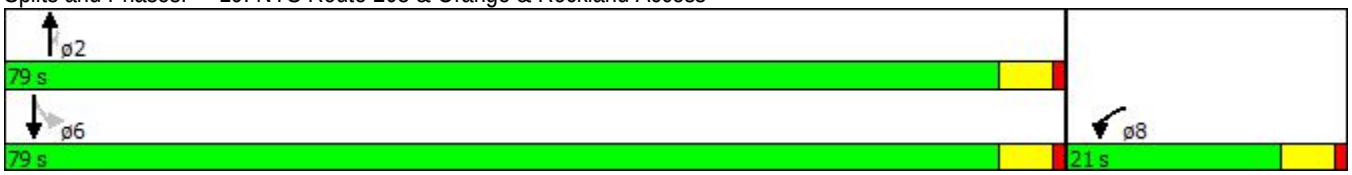
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.79	0.00	0.01	0.78
Control Delay	16.5		11.9	2.0	2.5	11.3
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	16.5		11.9	2.0	2.5	11.5
Queue Length 50th (ft)	0		111	0	0	111
Queue Length 95th (ft)	7		214	1	1	211
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	815		1844	1583	382	1900
Starvation Cap Reductn	0		0	0	0	248
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.48	0.00	0.01	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 40.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	859	2	2	874
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	877	2	2	892
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	63	63	1297	1113	434	1336
Arrive On Green	0.08	0.08	0.70	0.70	0.70	0.70
Sat Flow, veh/h	739	739	1844	1583	648	1900
Grp Volume(v), veh/h	5	0	877	2	2	892
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	648	1900
Q Serve(g_s), s	0.1	0.0	12.7	0.0	0.1	12.4
Cycle Q Clear(g_c), s	0.1	0.0	12.7	0.0	12.8	12.4
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	157	0	1297	1113	434	1336
V/C Ratio(X)	0.03	0.00	0.68	0.00	0.00	0.67
Avail Cap(c_a), veh/h	627	0	2891	2482	994	2980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	4.0	2.1	7.6	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.3	0.0	0.0	6.4
LnGrp Delay(d),s/veh	19.9	0.0	4.6	2.1	7.6	4.5
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		879			894
Approach Delay, s/veh	19.9		4.6			4.5
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		38.2				38.2		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		14.7				14.8		2.1
Green Ext Time (p_c), s		18.4				18.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	456	266	0	442	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1810	1591	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1810	1591	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	536	313	0	520	276	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	536	313	0	520	278	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	849	520	278
Demand Flow Rate, veh/h	866	525	286
Vehicles Circulating, veh/h	0	284	547
Vehicles Exiting, veh/h	809	549	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	9.7	9.1
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	547	319	525	286
Cap Entry Lane, veh/h	1379	1379	1032	789
Entry HV Adj Factor	0.980	0.980	0.990	0.972
Flow Entry, veh/h	536	313	520	278
Cap Entry, veh/h	1352	1352	1022	767
V/C Ratio	0.397	0.231	0.509	0.362
Control Delay, s/veh	6.4	4.6	9.7	9.1
LOS	A	A	A	A
95th %tile Queue, veh	2	1	3	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	216	903	36	178	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.869		0.994			
Flt Protected	0.994					0.992
Satd. Flow (prot)	3003	0	3580	0	0	3359
Flt Permitted	0.994					0.992
Satd. Flow (perm)	3003	0	3580	0	0	3359
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			374
Travel Time (s)	14.3		6.3			4.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	232	971	39	191	974
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	0	1010	0	0	1165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	266	1010	1165
Demand Flow Rate, veh/h	296	1023	1165
Vehicles Circulating, veh/h	981	191	34
Vehicles Exiting, veh/h	233	1008	1243
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.4	8.0	7.2
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.115	0.885	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	262	481	542	548	617
Cap Entry Lane, veh/h	546	596	1131	1150	1307	1311
Entry HV Adj Factor	1.000	0.885	0.987	0.988	0.999	1.001
Flow Entry, veh/h	34	232	475	535	548	617
Cap Entry, veh/h	546	528	1116	1136	1306	1312
V/C Ratio	0.062	0.439	0.425	0.471	0.419	0.471
Control Delay, s/veh	7.3	14.3	7.7	8.3	6.8	7.5
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	2	2	3	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	38	669	313	45	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.997
Satd. Flow (prot)	1756	0	1900	1599	0	3561
Flt Permitted	0.958					0.997
Satd. Flow (perm)	1756	0	1900	1599	0	3561
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	336	45	787	368	53	747
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	0	787	368	0	800
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	381	1155	800
Demand Flow Rate, veh/h	389	1170	808
Vehicles Circulating, veh/h	795	54	343
Vehicles Exiting, veh/h	54	1097	841
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	19.0	8.6	8.1
Approach LOS	C	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	389	795	375	380	428
Cap Entry Lane, veh/h	613	1305	1307	983	1014
Entry HV Adj Factor	0.979	0.990	0.980	0.989	0.990
Flow Entry, veh/h	381	787	368	376	424
Cap Entry, veh/h	600	1292	1281	972	1004
V/C Ratio	0.635	0.609	0.287	0.387	0.422
Control Delay, s/veh	19.0	10.1	5.4	7.9	8.3
LOS	C	B	A	A	A
95th %tile Queue, veh	4	4	1	2	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	437	240	3	527	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1751	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1751	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	475	261	3	573	273	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	736	0	0	576	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.60			0.45	0.77	
Control Delay	10.1			8.6	47.8	
Queue Delay	0.5			0.0	0.0	
Total Delay	10.6			8.6	47.8	
Queue Length 50th (ft)	174			129	149	
Queue Length 95th (ft)	344			244	216	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1244			1287	416	
Starvation Cap Reductn	177			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.69			0.45	0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	437	240	3	527	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	475	261	3	573	273	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	823	452	42	1357	311	2
Arrive On Green	0.71	0.71	0.71	0.71	0.18	0.18
Sat Flow, veh/h	1156	635	2	1905	1763	13
Grp Volume(v), veh/h	0	736	576	0	276	0
Grp Sat Flow(s),veh/h/ln	0	1791	1907	0	1782	0
Q Serve(g_s), s	0.0	18.1	0.0	0.0	13.6	0.0
Cycle Q Clear(g_c), s	0.0	18.1	11.2	0.0	13.6	0.0
Prop In Lane		0.35	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1276	1398	0	315	0
V/C Ratio(X)	0.00	0.58	0.41	0.00	0.88	0.00
Avail Cap(c_a), veh/h	0	1276	1398	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.3	5.3	0.0	36.1	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.9	0.0	14.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	6.1	0.0	7.9	0.0
LnGrp Delay(d),s/veh	0.0	8.2	6.2	0.0	50.4	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	736			576	276	
Approach Delay, s/veh	8.2			6.2	50.4	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.1				69.1		20.9
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.1				13.2		15.6
Green Ext Time (p_c), s		5.0				5.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	252	759	223	247	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.246	
Satd. Flow (perm)	1858	1583	1900	1464	418	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		218		127		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	262	791	232	257	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	262	791	232	257	918
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Maximum Green (s)	20.0	15.0	90.0	20.0	15.0	110.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.67	0.49	0.60	0.19	0.59	0.63
Control Delay	73.6	11.8	14.3	1.3	8.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	11.8	14.3	1.3	8.8	7.7
Queue Length 50th (ft)	120	31	338	12	42	257
Queue Length 95th (ft)	193	106	549	30	75	431
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	573	1318	1302	472	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.46	0.60	0.18	0.54	0.63

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 135.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	252	759	223	247	881
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	262	791	232	257	918
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	266	344	1311	1307	407	1500
Arrive On Green	0.14	0.14	0.69	0.69	0.06	0.79
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	262	791	232	257	918
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	20.0	30.9	4.1	5.7	27.8
Cycle Q Clear(g_c), s	9.8	20.0	30.9	4.1	5.7	27.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	266	344	1311	1307	407	1500
V/C Ratio(X)	0.53	0.76	0.60	0.18	0.63	0.61
Avail Cap(c_a), veh/h	266	344	1311	1307	488	1500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	52.6	11.5	2.3	12.0	6.2
Incr Delay (d2), s/veh	1.9	9.7	2.1	0.3	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	10.5	16.8	3.3	4.6	15.1
LnGrp Delay(d),s/veh	57.5	62.3	13.6	2.6	13.9	8.1
LnGrp LOS	E	E	B	A	B	A
Approach Vol, veh/h	402		1023			1175
Approach Delay, s/veh	60.6		11.1			9.3
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.4	101.6				115.0		25.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	7.7	32.9				29.8		22.0
Green Ext Time (p_c), s	0.6	17.4				18.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	92	698	225	438	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1700	0	1872	1591	1823	1900
Flt Permitted	0.972				0.205	
Satd. Flow (perm)	1700	0	1872	1591	393	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21			147		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	96	727	234	456	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	0	727	234	456	709
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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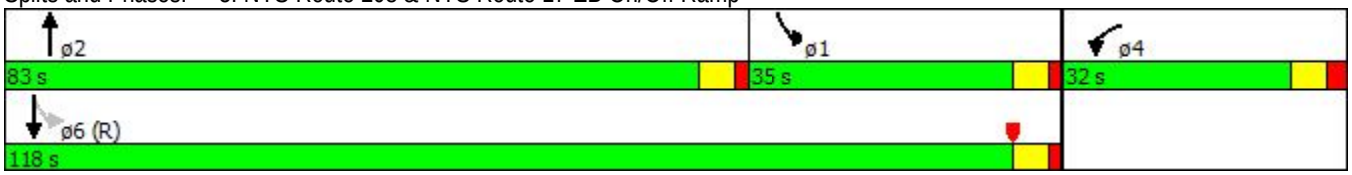
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.86		0.72	0.15	0.78	0.48
Control Delay	85.0		31.5	0.2	32.4	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	85.0		31.5	0.2	32.4	4.5
Queue Length 50th (ft)	198		528	0	173	148
Queue Length 95th (ft)	#304		719	0	m255	m245
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	306		1015	1591	585	1473
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.74		0.72	0.15	0.78	0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	92	698	225	438	681
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	727	0	456	709
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	554	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1753	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	727	0	456	709
Grp Sat Flow(s),veh/h/ln	1767	0	1872	1591	1828	1900
Q Serve(g_s), s	11.0	0.0	46.0	0.0	13.4	0.0
Cycle Q Clear(g_c), s	11.0	0.0	46.0	0.0	13.4	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	554	1425
V/C Ratio(X)	0.84	0.00	0.75	0.00	0.82	0.50
Avail Cap(c_a), veh/h	300	0	967	822	554	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.18	0.18
Uniform Delay (d), s/veh	67.4	0.0	28.6	0.0	33.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	5.4	0.0	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	25.1	0.0	14.7	0.1
LnGrp Delay(d),s/veh	72.1	0.0	34.0	0.0	34.8	0.2
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		727			1165
Approach Delay, s/veh	72.1		34.0			13.8
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.7		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	15.4	48.0		13.0		2.0		
Green Ext Time (p_c), s	1.2	2.2		0.3		1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	337	51	451	297	154	771	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.993	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.982			0.955		0.084			0.334		
Satd. Flow (perm)	0	1750	0	0	1833	1631	162	1782	1591	616	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			206		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	355	54	475	313	162	812	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	355	54	475	313	162	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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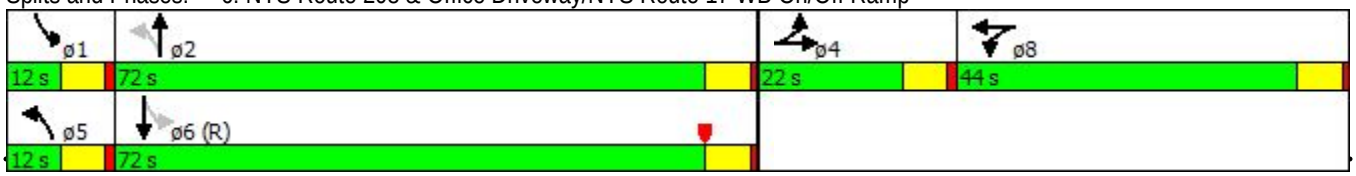
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0		38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.66			0.89	0.22	0.33	0.54	0.20	0.38	0.96	
Control Delay		71.7			81.5	0.3	30.1	37.3	0.2	23.6	50.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	30.1	37.3	0.2	23.6	50.5	
Queue Length 50th (ft)		72			331	0	30	264	0	86	~665	
Queue Length 95th (ft)		133			437	0	m49	426	0	m115	#1225	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	163	877	1591	423	886	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.22	0.33	0.54	0.20	0.38	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	337	51	451	297	154	771	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	475	0	162	812	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	97	840	700	349	783	39
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1726	85
Grp Volume(v), veh/h	98	0	0	348	0	0	54	475	0	162	0	852
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1811
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	27.8	0.0	6.0	0.0	68.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	27.8	0.0	6.0	0.0	68.0
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	97	840	700	349	0	821
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.56	0.57	0.00	0.46	0.00	1.04
Avail Cap(c_a), veh/h	184	0	0	464	0	413	121	840	700	349	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	36.5	31.3	0.0	29.6	0.0	7.0
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	3.2	1.7	0.0	1.0	0.0	41.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.3	15.1	0.0	3.9	0.0	39.1
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	39.7	33.0	0.0	30.5	0.0	48.5
LnGrp LOS	E			E			D	C		C		F
Approach Vol, veh/h		98			348			529			1014	
Approach Delay, s/veh		77.6			78.1			33.7			45.6	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	29.8		10.4	4.4	70.0		29.9
Green Ext Time (p_c), s	0.0	8.7		0.1	0.0	0.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	951	1064	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1741	0	1668	1492
Flt Permitted	0.159				0.950	
Satd. Flow (perm)	281	1747	1741	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	980	1097	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	980	1130	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Thru	Thru	Thru		Left	Right
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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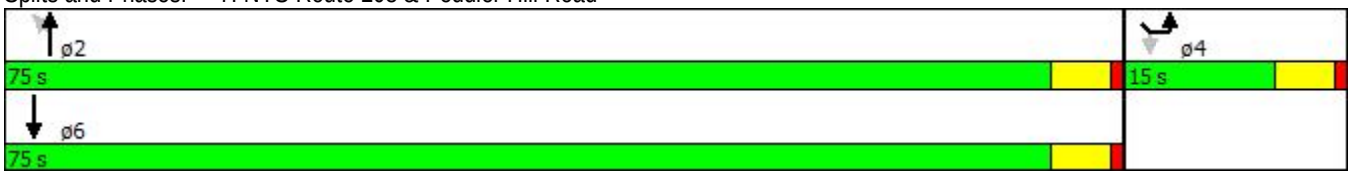
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.25	0.65	0.76		0.17	0.22
Control Delay	5.5	6.3	9.3		34.2	13.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.5	6.3	9.3		34.2	13.5
Queue Length 50th (ft)	5	156	223		13	0
Queue Length 95th (ft)	22	329	516		50	35
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	265	1646	1641		395	395
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.23	0.60	0.69		0.10	0.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	951	1064	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	980	1097	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	328	1415	1367	41	98	88
Arrive On Green	0.76	0.76	0.76	0.76	0.05	0.05
Sat Flow, veh/h	504	1872	1808	54	1791	1599
Grp Volume(v), veh/h	61	980	0	1130	38	55
Grp Sat Flow(s),veh/h/ln	504	1872	0	1863	1791	1599
Q Serve(g_s), s	4.5	14.2	0.0	19.9	1.1	1.8
Cycle Q Clear(g_c), s	24.4	14.2	0.0	19.9	1.1	1.8
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	328	1415	0	1408	98	88
V/C Ratio(X)	0.19	0.69	0.00	0.80	0.39	0.63
Avail Cap(c_a), veh/h	613	2478	0	2466	339	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	3.3	0.0	4.0	24.1	24.5
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.4	0.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.9	0.0	9.9	0.6	0.8
LnGrp Delay(d),s/veh	11.7	3.5	0.0	4.4	25.1	27.2
LnGrp LOS	B	A		A	C	C
Approach Vol, veh/h		1041	1130		93	
Approach Delay, s/veh		4.0	4.4		26.3	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		45.0		7.9		45.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		26.4		3.8		21.9		
Green Ext Time (p_c), s		13.6		0.1		13.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	805	959	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.992	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1809	1858	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1858	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	875	1042	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	880	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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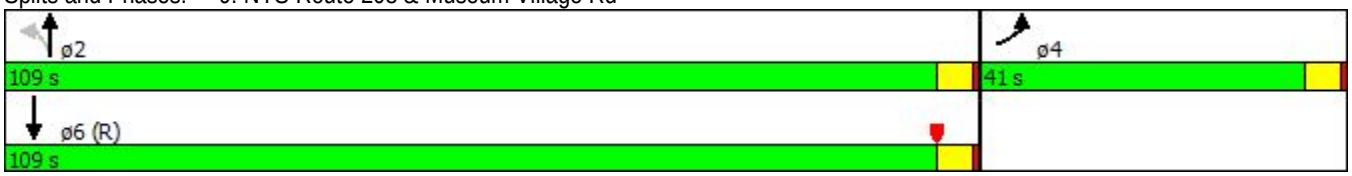
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Maximum Green (s)	36.0		104.0	104.0	104.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.53			0.71	0.86	
Control Delay	54.5			8.7	26.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			8.7	26.0	
Queue Length 50th (ft)	184			142	760	
Queue Length 95th (ft)	272			178	1027	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.71	0.86	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	805	959	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	875	1042	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	26	1290	1250	79
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	3	1861	1804	114
Grp Volume(v), veh/h	217	0	880	0	0	1108
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1918
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	62.9
Cycle Q Clear(g_c), s	16.0	0.0	40.8	0.0	0.0	62.9
Prop In Lane	0.93	0.07	0.01			0.06
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1330
V/C Ratio(X)	0.51	0.00	0.67	0.00	0.00	0.83
Avail Cap(c_a), veh/h	423	0	1316	0	0	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	13.3	0.0	0.0	16.7
Incr Delay (d2), s/veh	4.4	0.0	1.1	0.0	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	21.2	0.0	0.0	35.2
LnGrp Delay(d),s/veh	53.8	0.0	14.4	0.0	0.0	22.9
LnGrp LOS	D		B			C
Approach Vol, veh/h	217			880	1108	
Approach Delay, s/veh	53.8			14.4	22.9	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		42.8		18.0		64.9		
Green Ext Time (p_c), s		9.7		0.6		9.4		

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	32	284	313	290	38	141	196	173	170	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.913			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1791	0	1668	1818	1583	1661	1603	0	1762	1824	0
Flt Permitted	0.313			0.208			0.608			0.162		
Satd. Flow (perm)	530	1791	0	365	1818	1505	1040	1603	0	301	1824	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				313					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	36	319	352	326	43	158	220	194	191	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	436	0	319	352	326	43	378	0	194	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Maximum Green (s)	20.0	30.0		16.0	26.0	31.0	10.0	24.0		31.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.11	0.86		0.89	0.56	0.36	0.13	1.02		0.59	0.37	
Control Delay	18.8	53.8		63.0	36.8	2.6	20.2	93.3		27.4	26.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.8	53.8		63.0	36.8	2.6	20.2	93.3		27.4	26.6	
Queue Length 50th (ft)	13	269		129	218	3	17	~268		83	119	
Queue Length 95th (ft)	34	#471		#337	#380	27	38	#481		132	190	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	447	521		359	624	1102	400	370		562	798	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.84		0.89	0.56	0.30	0.11	1.02		0.35	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 103.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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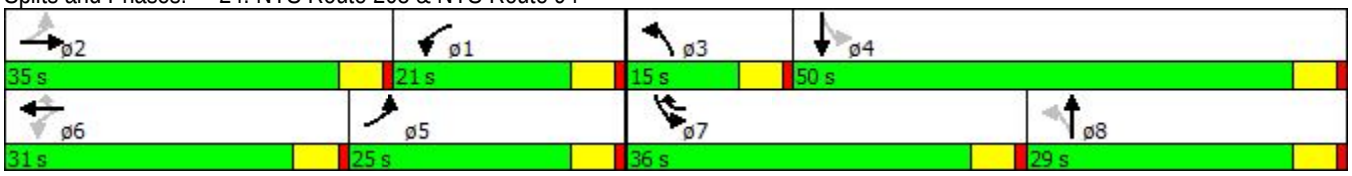
Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	32	284	313	290	38	141	196	173	170	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	36	319	352	326	43	158	220	194	191	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	468	432	39	353	412	501	361	172	240	292	464	124
Arrive On Green	0.22	0.28	0.28	0.15	0.22	0.22	0.03	0.25	0.25	0.10	0.32	0.32
Sat Flow, veh/h	1737	1530	138	1792	1881	1547	1723	700	974	1828	1443	385
Grp Volume(v), veh/h	39	0	436	319	352	326	43	0	378	194	0	242
Grp Sat Flow(s),veh/h/ln	1737	0	1667	1792	1881	1547	1723	0	1674	1828	0	1829
Q Serve(g_s), s	0.0	0.0	23.6	12.2	16.7	7.4	1.7	0.0	20.4	7.0	0.0	9.6
Cycle Q Clear(g_c), s	0.0	0.0	23.6	12.2	16.7	7.4	1.7	0.0	20.4	7.0	0.0	9.6
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.58	1.00		0.21
Lane Grp Cap(c), veh/h	468	0	471	353	412	501	361	0	412	292	0	588
V/C Ratio(X)	0.08	0.00	0.93	0.90	0.86	0.65	0.12	0.00	0.92	0.66	0.00	0.41
Avail Cap(c_a), veh/h	468	0	538	386	526	595	499	0	432	714	0	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	32.4	37.0	34.9	9.6	25.2	0.0	34.1	23.8	0.0	24.7
Incr Delay (d2), s/veh	0.0	0.0	19.5	21.8	8.9	1.1	0.1	0.0	23.1	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	13.4	10.1	9.7	3.3	0.8	0.0	12.1	3.6	0.0	4.9
LnGrp Delay(d),s/veh	28.2	0.0	51.9	58.8	43.8	10.7	25.3	0.0	57.2	24.8	0.0	24.8
LnGrp LOS	C		D	E	D	B	C		E	C		C
Approach Vol, veh/h		475			997			421			436	
Approach Delay, s/veh		49.9			37.8			54.0			24.8	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	31.3	7.5	34.9	25.2	25.4	14.5	27.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	14.2	25.6	3.7	11.6	2.0	18.7	9.0	22.4
Green Ext Time (p_c), s	0.1	0.7	0.0	2.3	0.6	1.6	0.6	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	337	51	451	297	154	771	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1692	0
Flt Permitted		0.968			0.955		0.103			0.341		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	199	1782	1591	628	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			206		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	355	54	475	313	162	812	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	355	54	475	313	162	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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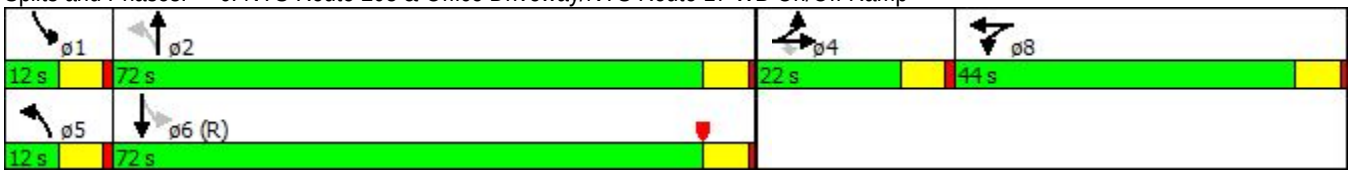
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	16.0	16.0	16.0	38.0	38.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.49	0.23		0.87	0.22	0.29	0.52	0.20	0.36	0.92	
Control Delay		82.9	2.7		77.8	0.3	27.3	36.1	0.2	22.3	43.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	27.3	36.1	0.2	22.3	43.6	
Queue Length 50th (ft)		51	0		331	0	30	264	0	86	476	
Queue Length 95th (ft)		98	0		422	0	m49	426	0	m115	#1225	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	185	916	1591	449	928	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.22	0.29	0.52	0.20	0.36	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	337	51	451	297	154	771	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	475	0	162	812	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	97	840	700	349	783	39
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1726	85
Grp Volume(v), veh/h	53	0	45	348	0	0	54	475	0	162	0	852
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1811
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	27.8	0.0	6.0	0.0	68.0
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	27.8	0.0	6.0	0.0	68.0
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	97	840	700	349	0	821
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.56	0.57	0.00	0.46	0.00	1.04
Avail Cap(c_a), veh/h	196	0	172	464	0	413	121	840	700	349	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.63	0.63	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	36.5	31.3	0.0	29.6	0.0	7.0
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	3.2	1.7	0.0	1.0	0.0	41.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.3	15.1	0.0	2.7	0.0	39.1
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	39.7	33.0	0.0	30.5	0.0	48.5
LnGrp LOS	E		E	E			D	C		C		F
Approach Vol, veh/h		98			348			529			1014	
Approach Delay, s/veh		74.8			78.1			33.7			45.6	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	29.8		6.3	4.4	70.0		29.9
Green Ext Time (p_c), s	0.0	8.7		0.1	0.0	0.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	49.6
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	976	1075	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1826	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1915	0	0	1833	1826	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	1017	1120	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	1031	1131	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.13			0.79	0.86	
Control Delay	20.4			10.0	14.0	
Queue Delay	0.0			0.0	0.1	
Total Delay	20.4			10.0	14.0	
Queue Length 50th (ft)	2			159	201	
Queue Length 95th (ft)	31			304	401	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	559			1762	1755	
Starvation Cap Reductn	0			49	44	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.60	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 61.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	976	1075	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1928	1891	1910
Adj Flow Rate, veh/h	8	22	14	1017	1120	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	27	73	61	1501	1480	15
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	448	1232	9	1896	1869	18
Grp Volume(v), veh/h	31	0	1031	0	0	1131
Grp Sat Flow(s),veh/h/ln	1736	0	1904	0	0	1888
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	20.9
Cycle Q Clear(g_c), s	1.1	0.0	16.1	0.0	0.0	20.9
Prop In Lane	0.26	0.71	0.01			0.01
Lane Grp Cap(c), veh/h	103	0	1562	0	0	1494
V/C Ratio(X)	0.30	0.00	0.66	0.00	0.00	0.76
Avail Cap(c_a), veh/h	413	0	2137	0	0	2079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	3.1	0.0	0.0	3.6
Incr Delay (d2), s/veh	1.6	0.0	0.5	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.2	0.0	0.0	10.8
LnGrp Delay(d),s/veh	31.9	0.0	3.6	0.0	0.0	4.7
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			1031	1131	
Approach Delay, s/veh	31.9			3.6	4.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				58.2		9.0		58.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.1		3.1		22.9
Green Ext Time (p_c), s				31.8		0.0		30.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	980	1012	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.989		
Satd. Flow (perm)	1669	0	0	1789	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	1021	1054	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1032	1057	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.85	0.85	
Control Delay	19.4			13.7	13.7	
Queue Delay	0.0			0.0	0.2	
Total Delay	19.4			13.7	13.9	
Queue Length 50th (ft)	1			162	166	
Queue Length 95th (ft)	15			317	325	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	550			1781	1820	
Starvation Cap Reductn	0			0	180	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.58	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	980	1012	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	1021	1054	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	20	78	63	1383	1408	4
Arrive On Green	0.06	0.06	0.77	0.77	0.77	0.77
Sat Flow, veh/h	302	1209	6	1790	1822	5
Grp Volume(v), veh/h	11	0	1032	0	0	1057
Grp Sat Flow(s),veh/h/ln	1662	0	1795	0	0	1827
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	19.2
Cycle Q Clear(g_c), s	0.4	0.0	18.6	0.0	0.0	19.2
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	108	0	1446	0	0	1412
V/C Ratio(X)	0.10	0.00	0.71	0.00	0.00	0.75
Avail Cap(c_a), veh/h	432	0	2201	0	0	2194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	3.7	0.0	0.0	3.8
Incr Delay (d2), s/veh	0.4	0.0	0.7	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	9.2	0.0	0.0	9.4
LnGrp Delay(d),s/veh	27.5	0.0	4.4	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			1032	1057	
Approach Delay, s/veh	27.5			4.4	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		52.6		9.0		52.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		20.6		2.4		21.2		
Green Ext Time (p_c), s		26.5		0.0		26.4		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	909	1001	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1724	0	0	1817	1816	0
Flt Permitted	0.988			0.952		
Satd. Flow (perm)	1724	0	0	1732	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	977	1076	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	1006	1082	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.20			0.82	0.84	
Control Delay	18.9			12.0	12.8	
Queue Delay	0.0			0.2	0.0	
Total Delay	18.9			12.2	12.8	
Queue Length 50th (ft)	3			166	184	
Queue Length 95th (ft)	39			347	383	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	519			1662	1742	
Starvation Cap Reductn	0			146	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.09			0.66	0.62	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 60.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	909	1001	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	977	1076	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	26	79	76	1403	1460	8
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	409	1266	24	1796	1869	10
Grp Volume(v), veh/h	46	0	1006	0	0	1082
Grp Sat Flow(s),veh/h/ln	1712	0	1820	0	0	1879
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	19.0
Cycle Q Clear(g_c), s	1.7	0.0	16.1	0.0	0.0	19.0
Prop In Lane	0.24	0.74	0.03			0.01
Lane Grp Cap(c), veh/h	107	0	1480	0	0	1468
V/C Ratio(X)	0.43	0.00	0.68	0.00	0.00	0.74
Avail Cap(c_a), veh/h	428	0	2135	0	0	2171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	3.3	0.0	0.0	3.6
Incr Delay (d2), s/veh	2.7	0.0	0.6	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	8.1	0.0	0.0	9.6
LnGrp Delay(d),s/veh	31.6	0.0	3.8	0.0	0.0	4.3
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			1006	1082	
Approach Delay, s/veh	31.6			3.8	4.3	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				55.0		9.0		55.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.1		3.7		21.0
Green Ext Time (p_c), s				29.8		0.1		29.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	904	15	5	998
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.998			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1815	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1815	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	972	16	5	1073
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	988	0	0	1078
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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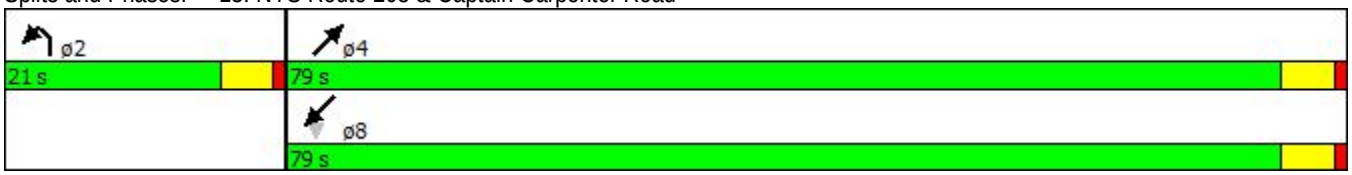
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.09		0.79			0.86
Control Delay	25.8		10.5			13.9
Queue Delay	0.0		0.0			0.0
Total Delay	25.8		10.5			13.9
Queue Length 50th (ft)	3		150			182
Queue Length 95th (ft)	25		286			362
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	514		1770			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.56			0.62

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 56.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	904	15	5	998
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1881	1900	1890	1890
Adj Flow Rate, veh/h	11	6	972	16	5	1073
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	69	38	1432	24	59	1462
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1082	590	1846	30	2	1885
Grp Volume(v), veh/h	18	0	0	988	1078	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1876	1886	0
Q Serve(g_s), s	0.6	0.0	0.0	15.6	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	15.6	18.6	0.0
Prop In Lane	0.61	0.33		0.02	0.00	
Lane Grp Cap(c), veh/h	113	0	0	1456	1522	0
V/C Ratio(X)	0.16	0.00	0.00	0.68	0.71	0.00
Avail Cap(c_a), veh/h	453	0	0	2221	2285	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	0.0	3.3	3.6	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	7.9	9.5	0.0
LnGrp Delay(d),s/veh	28.3	0.0	0.0	3.9	4.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	18		988			1078
Approach Delay, s/veh	28.3		3.9			4.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		53.5				53.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.6		17.6				20.6
Green Ext Time (p_c), s		0.0		28.7				27.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	908	1002	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	946	1044	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	948	1046	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		None	None	None	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.78	0.84	
Control Delay	23.5			10.6	12.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.5			10.6	12.8	
Queue Length 50th (ft)	0			133	159	
Queue Length 95th (ft)	6			242	294	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	574			1799	1855	
Starvation Cap Reductn	0			25	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.53	0.56	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	908	1002	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	946	1044	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	40	40	62	1419	1460	3
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	583	583	1	1861	1915	4
Grp Volume(v), veh/h	3	0	948	0	0	1046
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	16.8
Cycle Q Clear(g_c), s	0.1	0.0	14.5	0.0	0.0	16.8
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	119	0	1480	0	0	1463
V/C Ratio(X)	0.03	0.00	0.64	0.00	0.00	0.72
Avail Cap(c_a), veh/h	475	0	2394	0	0	2409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	3.4	0.0	0.0	3.7
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.3	0.0	0.0	8.7
LnGrp Delay(d),s/veh	25.7	0.0	3.9	0.0	0.0	4.3
LnGrp LOS	C		A			A
Approach Vol, veh/h	3			948	1046	
Approach Delay, s/veh	25.7			3.9	4.3	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.9		9.0		49.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				16.5		2.1		18.8
Green Ext Time (p_c), s				26.6		0.0		26.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	903	6	18	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.980
Satd. Flow (perm)	1678	0	1835	0	0	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	941	6	19	1028
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	947	0	0	1047
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.18		0.75			0.86
Control Delay	20.9		9.5			14.3
Queue Delay	0.0		0.0			0.4
Total Delay	20.9		9.5			14.6
Queue Length 50th (ft)	5		138			179
Queue Length 95th (ft)	40		278			381
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	530		1778			1727
Starvation Cap Reductn	0		0			231
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.53			0.70

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 56.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	903	6	18	987
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	941	6	19	1028
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	49	63	1445	9	71	1412
Arrive On Green	0.07	0.07	0.77	0.77	0.77	0.77
Sat Flow, veh/h	736	940	1886	12	13	1842
Grp Volume(v), veh/h	42	0	0	947	1047	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1898	1854	0
Q Serve(g_s), s	1.4	0.0	0.0	13.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	13.9	17.6	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	115	0	0	1455	1482	0
V/C Ratio(X)	0.37	0.00	0.00	0.65	0.71	0.00
Avail Cap(c_a), veh/h	458	0	0	2343	2329	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.8	0.0	0.0	3.3	3.7	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	7.0	9.0	0.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	3.8	4.3	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	42		947			1047
Approach Delay, s/veh	28.7		3.8			4.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		51.0				51.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.4		15.9				19.6
Green Ext Time (p_c), s		0.0		27.1				26.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	894	28	20	967	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.996			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1874	0	0	1896	0
Flt Permitted		0.822			0.787			0.998			0.974	
Satd. Flow (perm)	0	1548	0	0	1456	0	0	1871	0	0	1849	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	993	31	22	1074	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	1027	0	0	1105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.05			0.29			0.79			0.86	
Control Delay		31.1			26.2			11.1			14.9	
Queue Delay		0.0			0.0			0.4			0.0	
Total Delay		31.1			26.2			11.6			14.9	
Queue Length 50th (ft)		3			12			175			211	
Queue Length 95th (ft)		21			59			373			469	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		445			434			1787			1766	
Starvation Cap Reductn		0			0			316			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.14			0.70			0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 61.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	894	28	20	967	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	993	31	22	1074	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	138	56	12	160	5	32	55	1415	44	67	1429	12
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	749	802	172	996	68	467	1	1812	56	15	1830	15
Grp Volume(v), veh/h	10	0	0	59	0	0	1027	0	0	1105	0	0
Grp Sat Flow(s),veh/h/ln	1722	0	0	1531	0	0	1869	0	0	1861	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.5	0.0	0.0	17.8	0.0	0.0	20.4	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.03	0.02		0.01
Lane Grp Cap(c), veh/h	206	0	0	198	0	0	1514	0	0	1508	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.00	0.68	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	471	0	0	454	0	0	2119	0	0	2098	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	30.1	0.0	0.0	3.6	0.0	0.0	3.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.1	0.0	0.0	9.1	0.0	0.0	10.5	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	0.0	30.9	0.0	0.0	4.1	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		10			59			1027			1105	
Approach Delay, s/veh		29.2			30.9			4.1			4.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.6		57.2		9.6		57.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		4.5		19.8		2.3		22.4
Green Ext Time (p_c), s		0.2		30.6		0.2		29.8

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	643	21	11	705	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.752			0.827			0.967			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1761	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			4			12	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	691	23	12	758	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	737	0	0	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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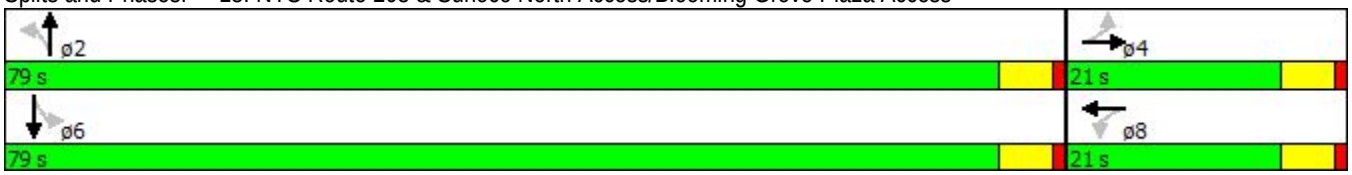
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.12			0.11			0.70			0.78	
Control Delay		19.3			12.9			9.7			12.1	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		19.3			12.9			9.8			12.4	
Queue Length 50th (ft)		5			2			89			110	
Queue Length 95th (ft)		27			22			186			233	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		596			657			1761			1787	
Starvation Cap Reductn		0			0			57			372	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.05			0.43			0.59	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 42.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	643	21	11	705	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	691	23	12	758	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	251	35	16	184	21	78	102	1181	39	91	1135	101
Arrive On Green	0.09	0.09	0.09	0.09	0.00	0.09	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1055	368	171	596	227	823	21	1764	58	8	1694	150
Grp Volume(v), veh/h	28	0	0	30	0	0	737	0	0	838	0	0
Grp Sat Flow(s),veh/h/ln	1594	0	0	1646	0	0	1843	0	0	1852	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.6	0.0	0.0	9.0	0.0	0.0	11.4	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.01		0.08
Lane Grp Cap(c), veh/h	302	0	0	283	0	0	1322	0	0	1327	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.11	0.00	0.00	0.56	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	735	0	0	732	0	0	3237	0	0	3289	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	17.7	0.0	0.0	3.8	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.6	0.0	0.0	5.8	0.0	0.0
LnGrp Delay(d),s/veh	17.8	0.0	0.0	17.8	0.0	0.0	4.2	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			737			838	
Approach Delay, s/veh		17.8			17.8			4.2			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.4		9.0		33.4		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		11.0		2.6		13.4		2.6
Green Ext Time (p_c), s		15.0		0.2		15.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	808	6	2	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.247	
Satd. Flow (perm)	1862	0	1862	1353	474	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	833	6	2	1001
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	833	6	2	1001
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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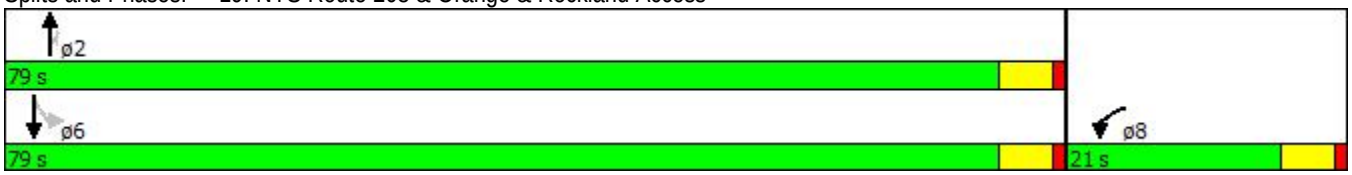
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.04		0.70	0.01	0.01	0.82
Control Delay	21.3		8.5	1.5	2.5	12.4
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	21.3		8.5	1.5	2.5	12.6
Queue Length 50th (ft)	2		102	0	0	143
Queue Length 95th (ft)	15		190	2	1	278
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	675		1862	1353	474	1900
Starvation Cap Reductn	0		0	0	0	222
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.45	0.00	0.00	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 46.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	808	6	2	971
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	833	6	2	1001
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	96	24	1357	986	482	1384
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1243	311	1862	1353	672	1900
Grp Volume(v), veh/h	11	0	833	6	2	1001
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	672	1900
Q Serve(g_s), s	0.3	0.0	11.3	0.1	0.1	15.6
Cycle Q Clear(g_c), s	0.3	0.0	11.3	0.1	11.4	15.6
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	133	0	1357	986	482	1384
V/C Ratio(X)	0.08	0.00	0.61	0.01	0.00	0.72
Avail Cap(c_a), veh/h	530	0	2671	1941	957	2726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	3.4	1.9	6.2	4.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.7	0.0	0.0	8.1
LnGrp Delay(d),s/veh	22.4	0.0	3.9	1.9	6.2	4.7
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	11		839			1003
Approach Delay, s/veh	22.4		3.9			4.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		42.6				42.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		13.3				17.6		2.3
Green Ext Time (p_c), s		20.4				20.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	437	240	3	527	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1846	1607	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1846	1607	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	475	261	3	573	273	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	261	0	576	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	736	576	275
Demand Flow Rate, veh/h	739	576	283
Vehicles Circulating, veh/h	3	281	475
Vehicles Exiting, veh/h	854	477	3
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	10.5	8.2
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	475	264	576	283
Cap Entry Lane, veh/h	1375	1375	1035	849
Entry HV Adj Factor	1.000	0.990	1.000	0.972
Flow Entry, veh/h	475	261	576	275
Cap Entry, veh/h	1375	1362	1035	825
V/C Ratio	0.345	0.192	0.556	0.333
Control Delay, s/veh	5.7	4.2	10.5	8.2
LOS	A	A	B	A
95th %tile Queue, veh	2	1	4	1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	252	759	223	247	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.902		0.966			
Flt Protected	0.983					0.989
Satd. Flow (prot)	3408	0	3464	0	0	3313
Flt Permitted	0.983					0.989
Satd. Flow (perm)	3408	0	3464	0	0	3313
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			574
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	263	791	232	257	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	1023	0	0	1175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	403	1023	1175
Demand Flow Rate, veh/h	406	1040	1188
Vehicles Circulating, veh/h	799	270	143
Vehicles Exiting, veh/h	511	1061	1062
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	9.1	8.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.352	0.648	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	263	489	551	558	630
Cap Entry Lane, veh/h	646	694	1052	1077	1182	1197
Entry HV Adj Factor	0.979	1.000	0.983	0.984	0.990	0.988
Flow Entry, veh/h	140	263	481	542	552	623
Cap Entry, veh/h	632	694	1034	1060	1170	1183
V/C Ratio	0.221	0.379	0.465	0.512	0.472	0.526
Control Delay, s/veh	8.4	10.2	8.8	9.5	8.2	9.0
LOS	A	B	A	A	A	A
95th %tile Queue, veh	1	2	3	3	3	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	256	34	646	270	39	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984		0.960			
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1819	0	0	3565
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1819	0	0	3565
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	278	37	702	293	42	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	995	0	0	846
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	315	995	846
Demand Flow Rate, veh/h	322	1008	855
Vehicles Circulating, veh/h	709	43	284
Vehicles Exiting, veh/h	43	1096	747
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.9	7.4	7.9
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	322	709	299	402	453
Cap Entry Lane, veh/h	669	1320	1321	1038	1065
Entry HV Adj Factor	0.978	0.990	0.980	0.989	0.990
Flow Entry, veh/h	315	702	293	398	448
Cap Entry, veh/h	654	1307	1295	1027	1054
V/C Ratio	0.481	0.537	0.226	0.387	0.426
Control Delay, s/veh	12.9	8.6	4.7	7.6	8.1
LOS	B	A	A	A	A
95th %tile Queue, veh	3	3	1	2	2

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CLOVEWOOD

APPENDIX I

US CENSUS DATA
MEANS OF TRANSPORTATION TO WORK

TABLE NO. I-1

U.S. CENSUS DATA
Means of Transportation to Work

	Orange County	Blooming Grove		Monroe		Kiryras Joel	Village of Washingtonville
		Town	Village	Town	Village		
Population	**171,308**	**9,032**	**1,475**	**14,147**	**4,279**	**4,015**	**2,949**
Drove Alone	74.1%	79.6%	83.3%	58.9%	70.5%	27.9%	81.0%
Car Pooled	10.1%	10.9%	8.5%	11.3%	9.1%	16.3%	7.1%
Public Transportation	5.1%	6.0%	5.2%	12.7%	8.6%	19.6%	6.5%
Walked	3.9%	0.4%	0.0%	9.7%	2.3%	28.8%	1.1%
Bicycle	0.2%	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%
Taxi (Other)	1.7%	0.6%	1.6%	2.1%	4.8%	1.9%	0.9%
Worked at Home	4.9%	2.5%	1.4%	5.0%	4.2%	5.5%	3.4%

Based on 2011-2015 American Community Survey (ACS) 5 Year Estimates U.S. Census Means of Transportation to Work Dat

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2011-2015 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Versions of this table are available for the following years:

2015
2014
2013
2012
2011
2010
2009

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Subject	Orange County, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	171,308	92,001	79,307
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	84.2%	83.2%	85.3%
Drove alone	74.1%	72.8%	75.7%
Carpooled	10.1%	10.4%	9.6%
In 2-person carpool	7.7%	7.7%	7.7%
In 3-person carpool	1.1%	1.3%	0.9%
In 4-or-more person carpool	1.2%	1.4%	1.0%
Workers per car, truck, or van	1.07	1.08	1.07
Public transportation (excluding taxicab)	5.1%	5.5%	4.7%
Walked	3.9%	4.4%	3.3%
Bicycle	0.2%	0.3%	0.0%
Taxicab, motorcycle, or other means	1.7%	1.6%	1.9%
Worked at home	4.9%	5.0%	4.7%
PLACE OF WORK			
Worked in state of residence	92.2%	90.7%	93.9%
Worked in county of residence	66.5%	62.0%	71.7%
Worked outside county of residence	25.7%	28.7%	22.2%
Worked outside state of residence	7.8%	9.3%	6.1%
Living in a place	59.3%	59.6%	59.1%
Worked in place of residence	13.1%	13.4%	12.7%
Worked outside place of residence	46.2%	46.1%	46.3%
Not living in a place	40.7%	40.4%	40.9%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	25.2%	25.2%	25.3%
Worked outside minor civil division of residence	74.8%	74.8%	74.7%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	162,967	87,406	75,561
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	5.0%	6.9%	2.7%
5:00 a.m. to 5:29 a.m.	3.8%	5.1%	2.4%
5:30 a.m. to 5:59 a.m.	5.3%	6.4%	4.1%
6:00 a.m. to 6:29 a.m.	9.2%	11.2%	6.8%
6:30 a.m. to 6:59 a.m.	9.8%	10.2%	9.3%
7:00 a.m. to 7:29 a.m.	14.2%	14.3%	14.1%
7:30 a.m. to 7:59 a.m.	10.7%	9.4%	12.3%
8:00 a.m. to 8:29 a.m.	11.9%	9.8%	14.4%
8:30 a.m. to 8:59 a.m.	6.2%	4.0%	8.8%
9:00 a.m. to 11:59 p.m.	23.9%	22.8%	25.2%
TRAVEL TIME TO WORK			
Less than 10 minutes	14.5%	14.0%	15.1%
10 to 14 minutes	13.9%	12.6%	15.3%
15 to 19 minutes	12.1%	10.3%	14.1%
20 to 24 minutes	11.2%	10.3%	12.3%
25 to 29 minutes	4.7%	4.2%	5.3%
30 to 34 minutes	10.0%	9.8%	10.3%
35 to 44 minutes	6.0%	6.1%	5.9%
45 to 59 minutes	8.5%	8.8%	8.0%
60 or more minutes	19.1%	23.8%	13.6%
Mean travel time to work (minutes)	33.2	36.6	29.2
VEHICLES AVAILABLE			
Workers 16 years and over in households	167,376	89,115	78,261
No vehicle available	5.0%	5.6%	4.4%
1 vehicle available	18.8%	17.3%	20.5%
2 vehicles available	41.5%	42.7%	40.2%
3 or more vehicles available	34.6%	34.4%	34.9%
PERCENT IMPUTED			
Means of transportation to work	8.5%	(X)	(X)

Subject	Orange County, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Private vehicle occupancy	10.9%	(X)	(X)
Place of work	13.3%	(X)	(X)
Time leaving home to go to work	23.6%	(X)	(X)
Travel time to work	16.8%	(X)	(X)
Vehicles available	1.3%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Explanation of Symbols:
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An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
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The 12 selected states are Connecicut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization

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2011-2015 American Community Survey 5-Year Estimates

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Versions of this table are available for the following years:

2015
2014
2013
2012
2011
2010
2009

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Subject	Blooming Grove town, Orange County, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	9,032	4,763	4,269
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	90.4%	88.1%	93.0%
Drove alone	79.6%	79.9%	79.2%
Carpooled	10.9%	8.2%	13.8%
In 2-person carpool	7.8%	6.2%	9.5%
In 3-person carpool	2.1%	1.2%	3.1%
In 4-or-more person carpool	1.0%	0.8%	1.2%
Workers per car, truck, or van	1.07	1.05	1.09
Public transportation (excluding taxicab)	6.0%	8.1%	3.7%
Walked	0.4%	0.6%	0.2%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.6%	0.7%	0.5%
Worked at home	2.5%	2.5%	2.6%
PLACE OF WORK			
Worked in state of residence	86.3%	82.7%	90.3%
Worked in county of residence	53.6%	42.6%	65.8%
Worked outside county of residence	32.7%	40.1%	24.5%
Worked outside state of residence	13.7%	17.3%	9.7%
Living in a place	61.4%	63.3%	59.3%
Worked in place of residence	4.5%	3.9%	5.2%
Worked outside place of residence	57.0%	59.5%	54.2%
Not living in a place	38.6%	36.7%	40.7%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	10.9%	9.3%	12.5%
Worked outside minor civil division of residence	89.1%	90.7%	87.5%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	8,802	4,646	4,156
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	4.6%	7.6%	1.2%
5:00 a.m. to 5:29 a.m.	5.6%	8.4%	2.5%
5:30 a.m. to 5:59 a.m.	7.8%	11.7%	3.3%
6:00 a.m. to 6:29 a.m.	9.6%	11.1%	7.9%
6:30 a.m. to 6:59 a.m.	10.3%	11.9%	8.4%
7:00 a.m. to 7:29 a.m.	11.5%	7.7%	15.9%
7:30 a.m. to 7:59 a.m.	10.6%	8.0%	13.6%
8:00 a.m. to 8:29 a.m.	11.1%	10.7%	11.6%
8:30 a.m. to 8:59 a.m.	5.0%	2.9%	7.3%
9:00 a.m. to 11:59 p.m.	23.9%	19.9%	28.3%
TRAVEL TIME TO WORK			
Less than 10 minutes	10.1%	7.4%	13.2%
10 to 14 minutes	6.9%	5.8%	8.2%
15 to 19 minutes	8.4%	7.7%	9.0%
20 to 24 minutes	14.6%	10.5%	19.1%
25 to 29 minutes	5.2%	4.5%	5.9%
30 to 34 minutes	9.2%	8.0%	10.6%
35 to 44 minutes	6.7%	6.2%	7.2%
45 to 59 minutes	11.7%	12.5%	10.9%
60 or more minutes	27.2%	37.4%	15.8%
Mean travel time to work (minutes)	39.3	45.4	32.6
VEHICLES AVAILABLE			
Workers 16 years and over in households	9,002	4,760	4,242
No vehicle available	2.6%	2.6%	2.5%
1 vehicle available	12.8%	11.8%	13.9%
2 vehicles available	43.1%	46.2%	39.7%

Subject	Blooming Grove town, Orange County, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
3 or more vehicles available	41.5%	39.4%	43.9%
PERCENT IMPUTED			
Means of transportation to work	8.0%	(X)	(X)
Private vehicle occupancy	11.0%	(X)	(X)
Place of work	12.9%	(X)	(X)
Time leaving home to go to work	24.9%	(X)	(X)
Travel time to work	17.4%	(X)	(X)
Vehicles available	0.5%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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S0801 | **COMMUTING CHARACTERISTICS BY SEX**
2011-2015 American Community Survey 5-Year Estimates

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Versions of this table are available for the following years:

2015
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Subject	South Blooming Grove village, New York		
	Total	Male	Female
	Estimate	Estimate	Margin of Error
Workers 16 years and over	1,475	805	+/-101
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	91.7%	93.5%	+/-5.6
Drove alone	83.3%	81.7%	+/-6.7
Carpooled	8.5%	11.8%	+/-3.8
In 2-person carpool	7.7%	10.4%	+/-3.8
In 3-person carpool	0.4%	0.7%	+/-4.4
In 4-or-more person carpool	0.3%	0.6%	+/-4.4
Workers per car, truck, or van	1.05	1.07	+/-0.02
Public transportation (excluding taxicab)	5.2%	3.5%	+/-4.4
Walked	0.0%	0.0%	+/-4.4
Bicycle	0.0%	0.0%	+/-4.4
Taxicab, motorcycle, or other means	1.6%	1.0%	+/-3.6
Worked at home	1.4%	2.0%	+/-1.0
PLACE OF WORK			
Worked in state of residence	88.7%	87.5%	+/-4.9
Worked in county of residence	52.0%	44.0%	+/-8.5
Worked outside county of residence	36.7%	43.5%	+/-8.1
Worked outside state of residence	11.3%	12.5%	+/-4.9
Living in a place	100.0%	100.0%	+/-4.4
Worked in place of residence	1.8%	2.0%	+/-1.8
Worked outside place of residence	98.2%	98.0%	+/-1.8
Not living in a place	0.0%	0.0%	+/-4.4
Living in 12 selected states	100.0%	100.0%	+/-4.4
Worked in minor civil division of residence	5.5%	3.0%	+/-4.7
Worked outside minor civil division of residence	94.5%	97.0%	+/-4.7
Not living in 12 selected states	0.0%	0.0%	+/-4.4
Workers 16 years and over who did not work at home	1,454	789	+/-101
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	7.1%	12.4%	+/-1.2
5:00 a.m. to 5:29 a.m.	5.4%	6.2%	+/-5.6
5:30 a.m. to 5:59 a.m.	10.9%	16.6%	+/-3.3
6:00 a.m. to 6:29 a.m.	8.5%	4.4%	+/-6.6
6:30 a.m. to 6:59 a.m.	11.7%	13.9%	+/-3.9
7:00 a.m. to 7:29 a.m.	9.4%	8.5%	+/-5.5
7:30 a.m. to 7:59 a.m.	10.9%	9.8%	+/-4.9
8:00 a.m. to 8:29 a.m.	9.6%	9.0%	+/-4.8
8:30 a.m. to 8:59 a.m.	3.2%	0.0%	+/-4.4
9:00 a.m. to 11:59 p.m.	23.3%	19.1%	+/-7.6
TRAVEL TIME TO WORK			
Less than 10 minutes	7.6%	4.3%	+/-7.2
10 to 14 minutes	8.7%	6.0%	+/-5.7
15 to 19 minutes	7.4%	7.6%	+/-4.2
20 to 24 minutes	14.3%	12.0%	+/-6.4
25 to 29 minutes	3.4%	2.2%	+/-3.2
30 to 34 minutes	13.6%	11.0%	+/-5.1
35 to 44 minutes	7.4%	6.5%	+/-4.0
45 to 59 minutes	11.8%	15.5%	+/-3.9
60 or more minutes	25.7%	35.0%	+/-6.3
Mean travel time to work (minutes)	40.2	45.6	+/-6.1
VEHICLES AVAILABLE			
Workers 16 years and over in households	1,475	805	+/-101
No vehicle available	0.0%	0.0%	+/-4.4
1 vehicle available	15.7%	17.1%	+/-8.4
2 vehicles available	52.2%	55.5%	+/-11.3

Subject	South Blooming Grove village, New York		
	Total	Male	Female
	Estimate	Estimate	Margin of Error
3 or more vehicles available	32.1%	27.3%	+/-10.3
PERCENT IMPUTED			
Means of transportation to work	6.7%	(X)	(X)
Private vehicle occupancy	7.5%	(X)	(X)
Place of work	14.4%	(X)	(X)
Time leaving home to go to work	30.3%	(X)	(X)
Travel time to work	20.4%	(X)	(X)
Vehicles available	1.3%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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S0801

COMMUTING CHARACTERISTICS BY SEX
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Subject	Monroe town, Orange County, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	14,147	8,054	6,093
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	70.3%	72.4%	67.5%
Drove alone	58.9%	61.1%	56.1%
Carpooled	11.3%	11.3%	11.4%
In 2-person carpool	7.9%	6.9%	9.3%
In 3-person carpool	0.9%	0.8%	1.0%
In 4-or-more person carpool	2.5%	3.6%	1.1%
Workers per car, truck, or van	1.10	1.10	1.10
Public transportation (excluding taxicab)	12.7%	12.9%	12.4%
Walked	9.7%	10.0%	9.4%
Bicycle	0.1%	0.2%	0.0%
Taxicab, motorcycle, or other means	2.1%	1.0%	3.7%
Worked at home	5.0%	3.6%	7.0%
PLACE OF WORK			
Worked in state of residence	91.7%	89.3%	94.6%
Worked in county of residence	61.5%	54.5%	70.7%
Worked outside county of residence	30.2%	34.8%	24.1%
Worked outside state of residence	8.3%	10.7%	5.2%
Living in a place	72.0%	73.5%	70.1%
Worked in place of residence	18.0%	17.3%	19.0%
Worked outside place of residence	54.0%	56.2%	51.2%
Not living in a place	28.0%	26.5%	29.9%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	34.9%	33.8%	36.4%
Worked outside minor civil division of residence	65.1%	66.2%	63.6%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	13,434	7,768	5,666
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	2.5%	3.2%	1.7%
5:00 a.m. to 5:29 a.m.	1.4%	1.4%	1.4%
5:30 a.m. to 5:59 a.m.	4.4%	5.1%	3.4%
6:00 a.m. to 6:29 a.m.	9.6%	11.8%	6.7%
6:30 a.m. to 6:59 a.m.	9.1%	9.5%	8.4%
7:00 a.m. to 7:29 a.m.	9.6%	10.9%	7.9%
7:30 a.m. to 7:59 a.m.	8.4%	6.6%	10.9%
8:00 a.m. to 8:29 a.m.	12.6%	11.3%	14.5%
8:30 a.m. to 8:59 a.m.	11.1%	9.0%	14.1%
9:00 a.m. to 11:59 p.m.	31.2%	31.4%	31.0%
TRAVEL TIME TO WORK			
Less than 10 minutes	17.2%	16.6%	18.1%
10 to 14 minutes	18.3%	17.0%	20.0%
15 to 19 minutes	8.8%	6.9%	11.5%
20 to 24 minutes	6.8%	5.6%	8.5%
25 to 29 minutes	2.4%	1.9%	3.1%
30 to 34 minutes	11.2%	11.2%	11.2%
35 to 44 minutes	7.0%	6.5%	7.6%
45 to 59 minutes	6.6%	7.7%	5.1%
60 or more minutes	21.8%	26.7%	15.0%
Mean travel time to work (minutes)	33.3	36.6	28.8
VEHICLES AVAILABLE			
Workers 16 years and over in households	14,140	8,053	6,087
No vehicle available	17.0%	17.0%	17.1%
1 vehicle available	25.4%	28.5%	21.2%
2 vehicles available	29.5%	29.6%	29.4%
3 or more vehicles available	28.1%	24.8%	32.3%
PERCENT IMPUTED			
Means of transportation to work	8.1%	(X)	(X)
Private vehicle occupancy	12.4%	(X)	(X)
Place of work	11.1%	(X)	(X)
Time leaving home to go to work	32.0%	(X)	(X)
Travel time to work	20.6%	(X)	(X)
Vehicles available	2.1%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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Subject	Monroe village, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	4,279	2,232	2,047
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	79.6%	78.4%	81.0%
Drove alone	70.5%	69.8%	71.3%
Carpooled	9.1%	8.6%	9.7%
In 2-person carpool	7.0%	5.9%	8.3%
In 3-person carpool	1.0%	0.7%	1.4%
In 4-or-more person carpool	1.1%	2.1%	0.0%
Workers per car, truck, or van	1.07	1.07	1.07
Public transportation (excluding taxicab)	8.6%	9.7%	7.4%
Walked	2.3%	3.9%	0.5%
Bicycle	0.5%	0.9%	0.0%
Taxicab, motorcycle, or other means	4.8%	3.5%	6.2%
Worked at home	4.2%	3.7%	4.8%
PLACE OF WORK			
Worked in state of residence	90.8%	89.5%	92.2%
Worked in county of residence	59.4%	53.2%	66.2%
Worked outside county of residence	31.4%	36.3%	26.0%
Worked outside state of residence	9.2%	10.5%	7.8%
Living in a place	100.0%	100.0%	100.0%
Worked in place of residence	21.5%	24.2%	18.5%
Worked outside place of residence	78.5%	75.8%	81.5%
Not living in a place	0.0%	0.0%	0.0%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	25.8%	26.8%	24.8%
Worked outside minor civil division of residence	74.2%	73.2%	75.2%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	4,099	2,150	1,949
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	2.9%	4.8%	0.8%
5:00 a.m. to 5:29 a.m.	1.1%	1.2%	1.1%
5:30 a.m. to 5:59 a.m.	7.2%	7.4%	6.9%
6:00 a.m. to 6:29 a.m.	10.9%	10.6%	11.3%
6:30 a.m. to 6:59 a.m.	9.1%	11.6%	6.3%
7:00 a.m. to 7:29 a.m.	10.2%	11.4%	8.8%
7:30 a.m. to 7:59 a.m.	11.5%	11.3%	11.8%
8:00 a.m. to 8:29 a.m.	9.1%	4.7%	13.9%
8:30 a.m. to 8:59 a.m.	10.3%	5.8%	15.3%
9:00 a.m. to 11:59 p.m.	27.7%	31.3%	23.9%
TRAVEL TIME TO WORK			
Less than 10 minutes	13.9%	10.7%	17.4%
10 to 14 minutes	18.2%	16.8%	19.7%
15 to 19 minutes	7.0%	4.2%	10.0%
20 to 24 minutes	5.1%	4.5%	5.7%
25 to 29 minutes	2.2%	1.2%	3.3%
30 to 34 minutes	11.4%	12.2%	10.6%
35 to 44 minutes	11.1%	12.3%	9.7%
45 to 59 minutes	7.1%	7.3%	6.9%
60 or more minutes	24.1%	30.7%	16.7%
Mean travel time to work (minutes)	34.9	38.9	30.4
VEHICLES AVAILABLE			
Workers 16 years and over in households	4,275	2,231	2,044
No vehicle available	6.8%	4.6%	9.2%
1 vehicle available	16.5%	18.7%	14.0%
2 vehicles available	32.0%	35.1%	28.8%
3 or more vehicles available	44.7%	41.6%	48.0%
PERCENT IMPUTED			
Means of transportation to work	7.7%	(X)	(X)
Private vehicle occupancy	14.2%	(X)	(X)
Place of work	11.6%	(X)	(X)
Time leaving home to go to work	38.9%	(X)	(X)
Travel time to work	21.3%	(X)	(X)
Vehicles available	3.3%	(X)	(X)

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- **2014**
- **2013**
- **2012**
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- **2010**
- **2009**

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Subject	Kiryas Joel village, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	4,015	2,736	1,279
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	44.2%	54.3%	22.8%
Drove alone	27.9%	38.7%	4.8%
Carpooled	16.3%	15.6%	17.9%
In 2-person carpool	7.4%	5.2%	12.4%
In 3-person carpool	1.3%	1.6%	0.6%
In 4-or-more person carpool	7.6%	8.8%	4.9%
Workers per car, truck, or van	1.32	1.24	1.86
Public transportation (excluding taxicab)	19.6%	19.6%	19.5%
Walked	28.8%	24.0%	38.9%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	1.9%	0.0%	6.1%
Worked at home	5.5%	2.2%	12.7%
PLACE OF WORK			
Worked in state of residence	95.4%	93.5%	99.5%
Worked in county of residence	77.1%	69.1%	94.1%
Worked outside county of residence	18.4%	24.4%	5.4%
Worked outside state of residence	4.6%	6.5%	0.5%
Living in a place	100.0%	100.0%	100.0%
Worked in place of residence	36.5%	28.1%	54.6%
Worked outside place of residence	63.5%	71.9%	45.4%
Not living in a place	0.0%	0.0%	0.0%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	63.3%	55.8%	79.3%
Worked outside minor civil division of residence	36.7%	44.2%	20.7%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	3,794	2,677	1,117
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	1.0%	0.8%	1.4%
5:00 a.m. to 5:29 a.m.	0.0%	0.0%	0.0%
5:30 a.m. to 5:59 a.m.	1.3%	1.9%	0.0%
6:00 a.m. to 6:29 a.m.	5.7%	7.3%	2.0%
6:30 a.m. to 6:59 a.m.	2.0%	1.6%	3.0%
7:00 a.m. to 7:29 a.m.	8.1%	10.8%	1.6%
7:30 a.m. to 7:59 a.m.	4.2%	5.3%	1.8%
8:00 a.m. to 8:29 a.m.	16.6%	18.3%	12.4%
8:30 a.m. to 8:59 a.m.	16.7%	15.2%	20.5%
9:00 a.m. to 11:59 p.m.	44.3%	38.8%	57.3%
TRAVEL TIME TO WORK			
Less than 10 minutes	24.7%	24.2%	26.1%
10 to 14 minutes	28.7%	25.7%	35.8%
15 to 19 minutes	11.1%	9.5%	15.1%
20 to 24 minutes	5.2%	3.7%	8.7%
25 to 29 minutes	1.6%	1.7%	1.4%
30 to 34 minutes	7.1%	9.0%	2.7%
35 to 44 minutes	2.4%	2.1%	3.2%
45 to 59 minutes	2.7%	3.8%	0.0%
60 or more minutes	16.4%	20.3%	7.0%
Mean travel time to work (minutes)	26.6	30.3	17.8
VEHICLES AVAILABLE			
Workers 16 years and over in households	4,012	2,736	1,276
No vehicle available	49.2%	43.7%	61.1%
1 vehicle available	46.4%	52.4%	33.5%
2 vehicles available	2.7%	2.8%	2.5%

Subject	Kiryas Joel village, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
3 or more vehicles available	1.6%	1.1%	2.9%
PERCENT IMPUTED			
Means of transportation to work	11.9%	(X)	(X)
Private vehicle occupancy	24.4%	(X)	(X)
Place of work	12.5%	(X)	(X)
Time leaving home to go to work	36.5%	(X)	(X)
Travel time to work	28.0%	(X)	(X)
Vehicles available	3.1%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Explanation of Symbols:
An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

S0801 | **COMMUTING CHARACTERISTICS BY SEX**
2011-2015 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Versions of this table are available for the following years:

2015
2014
2013
2012
2011
2010
2009

1 - 57 of 57

Subject	Washingtonville village, New York		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	2,949	1,584	1,365
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	88.1%	84.3%	92.5%
Drove alone	81.0%	80.6%	81.5%
Carpooled	7.1%	3.7%	10.9%
In 2-person carpool	3.9%	1.6%	6.6%
In 3-person carpool	2.5%	1.6%	3.5%
In 4-or-more person carpool	0.6%	0.4%	0.8%
Workers per car, truck, or van	1.05	1.03	1.07
Public transportation (excluding taxicab)	6.5%	8.8%	3.9%
Walked	1.1%	1.9%	0.1%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.9%	1.5%	0.4%
Worked at home	3.4%	3.5%	3.2%
PLACE OF WORK			
Worked in state of residence	87.9%	83.7%	92.8%
Worked in county of residence	54.6%	42.7%	68.5%
Worked outside county of residence	33.3%	41.0%	24.3%
Worked outside state of residence	12.1%	16.3%	7.2%
Living in a place	100.0%	100.0%	100.0%
Worked in place of residence	12.4%	10.6%	14.6%
Worked outside place of residence	87.6%	89.4%	85.4%
Not living in a place	0.0%	0.0%	0.0%
Living in 12 selected states	100.0%	100.0%	100.0%
Worked in minor civil division of residence	14.0%	11.9%	16.6%
Worked outside minor civil division of residence	86.0%	88.1%	83.4%
Not living in 12 selected states	0.0%	0.0%	0.0%
Workers 16 years and over who did not work at home	2,849	1,528	1,321
TIME LEAVING HOME TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	2.7%	3.1%	2.3%
5:00 a.m. to 5:29 a.m.	6.2%	10.5%	1.1%
5:30 a.m. to 5:59 a.m.	4.6%	8.6%	0.0%
6:00 a.m. to 6:29 a.m.	8.9%	10.4%	7.1%
6:30 a.m. to 6:59 a.m.	9.6%	15.2%	3.0%
7:00 a.m. to 7:29 a.m.	15.5%	9.8%	22.1%
7:30 a.m. to 7:59 a.m.	7.4%	5.7%	9.5%
8:00 a.m. to 8:29 a.m.	13.2%	6.5%	18.7%
8:30 a.m. to 8:59 a.m.	7.2%	3.5%	11.4%
9:00 a.m. to 11:59 p.m.	24.6%	24.5%	24.8%
TRAVEL TIME TO WORK			
Less than 10 minutes	11.5%	9.6%	13.8%
10 to 14 minutes	5.8%	5.2%	6.6%
15 to 19 minutes	11.2%	13.0%	9.1%
20 to 24 minutes	12.4%	6.5%	19.3%
25 to 29 minutes	5.4%	4.1%	7.0%
30 to 34 minutes	11.1%	11.1%	11.2%
35 to 44 minutes	5.1%	7.1%	2.6%
45 to 59 minutes	12.9%	12.7%	13.2%
60 or more minutes	24.5%	30.8%	17.3%
Mean travel time to work (minutes)	39.2	43.1	34.7
VEHICLES AVAILABLE			
Workers 16 years and over in households	2,945	1,581	1,364
No vehicle available	5.9%	6.0%	5.8%
1 vehicle available	17.6%	15.9%	19.6%
2 vehicles available	42.8%	45.9%	39.2%
3 or more vehicles available	33.7%	32.2%	35.4%
PERCENT IMPUTED			
Means of transportation to work	6.6%	(X)	(X)
Private vehicle occupancy	8.6%	(X)	(X)
Place of work	13.9%	(X)	(X)
Time leaving home to go to work	24.4%	(X)	(X)
Travel time to work	16.5%	(X)	(X)
Vehicles available	0.9%	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Explanation of Symbols:
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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

APPENDIX J

ROUNDABOUT ANALYIS

COMMUNITY SCENARIO 1 RATES

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.82	E	47.5	180'	1.20	F	158.9	385'	1.29	F	193.5	435'	1.37	F	224.9	478'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.89	D	48.2	237'	0.90	D	49.1	248'	0.90	D	49.7	260'
		WB APPROACH		-	-	-	-	-	-	D	48.2	-	-	D	49.1	-	-	D	49.7	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.41	A	7.7	193'	0.43	A	8.2	209'	0.46	A	8.7	213'
		NB APPROACH		-	-	-	-	-	-	A	7.7	-	-	A	8.2	-	-	A	8.7	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.56	A	9.6	349'	0.57	B	10.0	353'	0.58	B	10.3	342'
		SB APPROACH		-	-	-	-	-	-	A	9.6	-	-	B	10.0	-	-	B	10.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**18.7**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.19	B	14.1	18'	0.24	C	16.4	23'	0.24	C	16.7	23'	0.25	C	17.0	25'
	ROUND HILL ROAD	WB	LTR	240	0.09	C	15.6	8'	0.12	C	19.2	10'	0.14	C	17.7	13'	0.15	C	17.3	13'
	NYS ROUTE 208	NB	LTR	500+	0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	500+	0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'	0.03	A	8.1	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.07	B	10.4	5'	0.08	B	10.9	8'	0.09	B	11.0	8'	0.09	B	11.1	8'
		NEB	LT	235	0.00	A	7.9	0'	0.00	A	8.0	0'	0.01	A	8.1	0'	0.02	A	8.1	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.27	C	18.1	28'	1.23	F	167.8	403'	1.75	F	394.1	628'	2.94	F	947.9	890'
	NYS ROUTE 208	SB	LT	500+	0.02	A	8.1	3'	0.04	A	8.7	3'	0.13	A	9.1	10'	0.19	A	9.5	18'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.84	D	52.0	#232	0.83	D	51.8	#232	0.81	D	54.6	263'
			R	500+	-	-	-	-	0.39	C	32.8	37'	0.43	C	32.1	39'	0.45	D	43.0	47'
		WB APPROACH		-	-	-	-	-	-	D	45.6	-	-	D	44.5	-	-	D	50.0	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.35	A	7.7	179'	0.38	A	8.6	204'	0.37	A	9.5	295'
			R	50	-	-	-	-	0.10	A	2.1	8'	0.10	A	2.4	9'	0.09	A	2.1	9'
		NB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	7.3	-	-	A	7.9	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.07	A	4.7	14'	0.21	A	5.3	33'	0.30	A	6.1	76'
			T	500+	-	-	-	-	0.87	B	16.3	#913	0.82	B	13.5	#835	0.84	B	15.5	#1278
		SB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	12.6	-	-	B	14.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**18.5**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	5.9	-	-	A	6.2	-	-	A	6.4	-
		NB APPROACH		150	-	-	-	-	-	A	4.8	-	-	A	5.3	-	-	A	5.8	-
		SB APPROACH		550+	-	-	-	-	-	B	11.0	-	-	B	11.1	-	-	B	12.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**8.8**	**-**	**-**	**A**	**9.9**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	66'	0.57	C	27.9	109'	0.58	C	27.9	110'	0.59	C	28.2	112'
		WB APPROACH		-	-	C	28.2	-	-	C	27.9	-	-	C	27.9	-	-	C	28.2	-
	NYS ROUTE 208	NB	TR	500+	0.32	A	2.4	102'	0.52	A	4.3	218'	0.53	A	4.4	222'	0.53	A	4.4	226'
		NB APPROACH		-	-	A	2.4	-	-	A	4.3	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	LT	500+	1.09	E	67.2	#671	1.96	F	450.3	#817	1.74	F	348.3	#941	1.83	F	390.8	#759
		SB APPROACH		-	-	E	67.2	-	-	F	450.3	-	-	F	348.3	-	-	F	390.8	-
		OVERALL		**-**	**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**165.6**	**-**	**-**	**F**	**188.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#313	0.82	E	74.1	#343
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.80	D	44.5	716'	0.85	D	50.5	#769	0.87	D	53.5	#818
		NB APPROACH		-	-	-	-	-	-	D	44.5	-	-	D	50.5	-	-	D	53.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.90	D	52.7	m431	0.71	D	46.7	m365	0.72	D	46.0	m391
			T	500+	-	-	-	-	0.37	B	13.9	m193	0.39	B	14.0	m234	0.40	B	13.4	m212
		SB APPROACH		-	-	-	-	-	-	C	34.3	-	-	C	29.0	-	-	C	28.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**39.2**	**-**	**-**	**D**	**39.6**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	27.9	60'	0.19	C	28.4	61'
				TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	28.1	312'	0.87	C	28.6	315'
			EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	28.1	-	-	C	28.6	-
		NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	28.0	#293	0.73	C	28.8	#299
				T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	26.1	432'	0.87	C	26.9	436'
				R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.6	23'	0.19	A	4.8	23'
			WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	23.9	-	-	C	24.7	-
		NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.28	C	22.4	64'	0.28	C	22.4	65'
				TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.76	C	31.8	#289	0.79	C	34.0	#311
			NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	29.7	-	-	C	31.5	-
			SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.38	C	21.4	92'	0.39	C	21.6	92'
				TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.7	216'	0.70	C	26.8	221'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.2	-	-	C	25.3	-
			OVERALL		**-**	**-**	**C**	**20.9**	**-**	**-**	**C**	**25.0**	**-**	**-**	**C**	**26.0**	**-**	**-**	**C**	**26.7**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	28.0	60'	0.19	C	28.5	60'
				TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	28.1	311'	0.87	C	28.6	313'
			EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	28.1	-	-	C	28.6	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	28.0	#294	0.73	C	28.8	#299
				T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	26.0	429'	0.87	C	26.8	433'
				R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	4.6	23'	0.19	A	4.8	24'
			WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	23.9	-	-	C	24.6	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.27	C	22.2	64'	0.27	C	22.3	65'
				TR	140	-	-	-	-	0.73	C	28.3	#257	0.76	C	29.9	#287	0.78	C	31.7	#310
			NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	28.2	-	-	C	29.6	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.38	C	21.3	91'	0.39	C	21.5	91'
				TR	125	-	-	-	-	0.71	C	26.4	211'	0.70	C	26.6	215'	0.69	C	26.7	221'
			SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	25.0	-	-	C	25.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**24.8**	**-**	**-**	**C**	**25.7**	**-**	**-**	**C**	**26.4**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.40	C	24.9	45'	0.41	D	25.8	48'
		NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.7	0'	0.01	A	9.7	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.15	F	154.7	300'	1.23	F	183.9	330'
	NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.7	0'	0.00	B	10.8	0'
	WITH SIGNALIZATION																			
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.86	D	47.3	210'	0.87	D	47.8	213'
		WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.3	-	-	D	47.8	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.87	B	17.7	#859	0.90	C	20.2	#895
		NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	17.7	-	-	C	20.2	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.30	A	4.9	134'	0.31	A	5.0	141'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.9	-	-	A	5.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**B**	**19.0**	**-**	**-**	**C**	**20.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.24	C	24.1	23'	0.26	D	26.4	25'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.06	C	16.6	5'	0.08	C	16.3	5'
	NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	5'	0.08	A	8.3	8'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.02	A	8.8	0'	0.03	A	8.9	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.09	B	11.7	8'	0.10	B	11.7	8'
		NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.02	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	3.89	F	> 1000	920'	13.20	F	> 1000	1335'
	NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.40	C	18.0	48'	0.52	C	22.4	73'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																			
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.79	E	79.5	#258	0.79	E	79.5	#258
			R	500+	-	-	-	-	0.51	E	58.0	66'	0.79	E	72.3	158'	0.77	E	61.5	259'
		WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	75.5	-	-	E	68.0	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	0.91	C	24.6	#1480	1.05	F	63.7	#1627
			R	50	-	-	-	-	0.18	A	1.9	41'	0.18	A	2.2	54'	0.20	A	4.3	55'
		NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.9	-	-	D	54.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.86	D	47.9	192'	0.89	E	76.3	#271
			T	500+	-	-	-	-	0.43	A	4.0	186'	0.46	A	4.6	210'	0.49	A	4.9	233'
		SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	B	13.5	-	-	C	21.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**C**	**25.7**	**-**	**-**	**D**	**45.7**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	20.4	-	-	C	23.8	-
		NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	15.6	-	-	C	15.8	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.2	-	-	A	7.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**13.6**	**-**	**-**	**B**	**14.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.90	D	52.3	#273	0.92	E	56.0	#290
		WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	52.3	-	-	E	56.0	-
	NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.74	A	10.0	370'	0.77	B	10.9	397'
		NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	A	10.0	-	-	B	10.9	-
	NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.67	F	769.2	#945	3.04	F	936.1	#1015
		SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	769.2	-	-	F	936.1	-
		OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**354.8**	**-**	**-**	**F**	**429.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#542	0.88	E	73.2	#577
		WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-	-	E	73.2	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.89	D	43.6	#1041	0.92	D	47.4	#1097
		NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	43.6	-	-	D	47.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.79	D	45.4	m152	0.87	D	48.5	m212
			T	500+	-	-	-	-	0.63	A	0.4	m295	0.65	A	0.2	m320	0.66	A	0.2	m361
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.0	-	-	B	13.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**29.5**	**-**	**-**	**C**	**31.5**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.6	54'	0.11	C	28.5	54'
			TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	48.4	#398	0.91	D	49.4	#399
		EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	D	46.3	-	-	D	47.2	-
	NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	36.2	#272	0.73	D	37.2	#285
			T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	34.0	325'	0.86	C	34.4	325'
			R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.2	17'	0.31	A	7.3	17'
		WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.4	-	-	C	30.0	-
	NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.5	34'	0.10	C	25.9	35'
			TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.38	F	220.7	#710	1.42	F	237.8	#725
		NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	207.7	-	-	F	223.6	-
		SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.73	C	24.6	154'	0.73	C	25.0	154'
			TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.41	C	24.0	177'	0.43	C	24.6	187'
	NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.3	-	-	C	24.8	-
		OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**74.7**	**-**	**-**	**E**	**79.3**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	**-**	-	-	-	0.13	C	32.4	39'	0.13	C	33.2	39'	0.13	C	34.4	39'
			TR	140	**-**	-	-	-	0.90	D	42.2	350'	0.91	D	45.8	352'	0.91	D	50.2	353'
		EB APPROACH		-	**-**	-	-	-	-	D	41.1	-	-	D	44.5	-	-	D	48.5	-
	NYS ROUTE 94	WB	L	100	**-**	-	-	-	0.89	E	55.5	#223	0.90	E	61.2	#244	0.91	E	67.5	#262
			T	220	**-**	-	-	-	0.86	C	35.0	341'	0.87	D	37.5	341'	0.87	D	40.9	341'
			R	95	**-**	-	-	-	0.35	A	9.8	40'	0.36	B	10.5	40'	0.35	B	10.9	38'
		WB APPROACH		-	**-**	-	-	-	-	D	36.8	-	-	D	40.2	-	-	D	44.2	-
	NYS ROUTE 208	NB	L	40	**-**	-	-	-	0.08	B	19.3	33'	0.08	B	19.9	34'	0.08	C	21.1	34'
			TR	140	**-**	-	-	-	0.90	D	39.5	#534	0.91	D	43.4	#553	0.93	D	50.9	#578
		NB APPROACH		-	**-**	-	-	-	-	D	38.1	-	-	D	41.9	-	-	D	48.9	-
	NYS ROUTE 208	SB	L	65	**-**	-	-	-	0.84	D	46.2	#200	0.88	E	57.4	#206	0.89	E	57.2	#199
			TR	125	**-**	-	-	-	0.32	B	19.8	164'	0.33	C	20.8	174'	0.34	C	21.8	184'
		SB APPROACH		-	**-**	-	-	-	**-**	C	32.7	-	**-**	D	38.2	-	**-**	D	38.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**41.1**	**-**	**-**	**D**	**45.0**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.25	D	27.4	23'	0.27	D	29.5	25'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.1	3'	0.02	A	9.1	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.04	F	111.9	265'	1.04	F	111.9	265'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	48.1	218'	0.87	D	48.1	218'
		WB APPROACH		-	-	-	-	-	-	D	48.1	-	-	D	48.1	-	-	D	48.1	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.78	B	12.8	#659	0.78	B	12.8	#659
		NB APPROACH		-	-	-	-	-	-	B	12.8	-	-	B	12.8	-	-	B	12.8	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.27	A	4.8	121'	0.27	A	4.8	121'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.25	C	21.3	25'	0.25	C	21.3	25'
	ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.09	C	22.2	8'	0.09	C	22.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.2	5'	0.07	A	8.2	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	8.7	0'	0.00	A	8.7	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.07	B	11.8	5'	0.07	B	11.8	5'
		NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.02	A	7.9	3'	0.02	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	1.69	F	389.0	460'	1.69	F	389.0	460'
	NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.26	B	13.8	25'	0.26	B	13.8	25'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283	1.01	F	140.2	#295
			R	500+	-	-	-	-	0.52	E	59.4	48'	0.52	E	59.4	51'	0.55	E	61.5	52'
		WB APPROACH		-	-	-	-	-	-	F	92.2	-	-	F	92.2	-	-	F	108.6	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.68	B	10.6	604'	0.68	A	10.0	583'
			R	50	-	-	-	-	0.18	A	1.9	45'	0.18	A	1.9	27'	0.18	A	1.9	27'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	A	8.8	-	-	A	8.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.42	B	11.0	29'	0.42	B	10.3	28'
			T	500+	-	-	-	-	0.42	A	3.7	167'	0.42	A	3.7	167'	0.41	A	3.5	157'
		SB APPROACH		-	-	-	-	-	-	A	6.4	-	-	A	5..0	-	-	A	4.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**B**	**16.8**	**-**	**-**	**B**	**18.3**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	B	10.4	-	-	B	10.4	-
		NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	A	9.2	-	-	A	9.2	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	6.6	-	-	A	6.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**A**	**8.4**	**-**	**-**	**A**	**8.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.88	D	43.7	#260	0.84	D	43.7	#260
		WB APPROACH		-	-	C	27.3	-	-	D	43.7	-	-	D	43.7	-	-	D	43.7	-
	NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.71	A	8.4	334'	0.67	A	8.4	334'
		NB APPROACH		-	-	A	4.8	-	-	A	8.4	-	-	A	8.4	-	-	A	8.4	-
	NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.32	F	495.5	#856	2.06	F	495.5	#856
		SB APPROACH		-	-	D	35.1	-	-	F	495.5	-	-	F	495.5	-	-	F	495.5	-
		OVERALL		**-**	**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#445	0.88	E	69.7	#445
		WB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.85	D	41.6	864'	0.85	D	41.6	864'
		NB APPROACH		-	-	-	-	-	-	D	41.6	-	-	D	41.6	-	-	D	41.6	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.69	D	42.4	m148	0.69	D	42.4	m148
			T	500+	-	-	-	-	0.62	A	1.0	m525	0.62	A	1.0	m525	0.62	A	1.0	m525
		SB APPROACH		-	-	-	-	-	-	B	11.9	-	-	B	11.9	-	-	B	11.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	30.0	59'	0.13	C	30.0	59'
			TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.93	D	52.4	#479	0.93	D	52.4	#479
		EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	D	50.0	-	-	D	50.0	-
	NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.72	C	33.3	#218	0.72	C	33.3	#218
			T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.87	D	35.3	337'	0.87	D	35.3	337'
			R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.7	16'	0.27	A	6.7	16'
		WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	29.0	-	-	C	29.0	-
	NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.11	C	25.9	37'	0.11	C	25.9	37'
			TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.27	F	175.8	#642	1.27	F	175.8	#642
		NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	163.8	-	-	F	163.8	-
		SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	24.9	164'	0.75	C	24.9	164'
			TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.37	C	24.0	156'	0.37	C	24.0	156'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	24.5	-	-	C	24.5	-
		OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**63.0**	**-**	**-**	**E**	**63.0**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	**-**	-	-	-	0.15	C	33.4	42'	0.15	C	33.4	42'	0.15	C	33.4	42'
			TR	140	**-**	-	-	-	0.91	D	45.2	401'	0.91	D	45.2	401'	0.91	D	45.2	401'
		EB APPROACH		-	**-**	-	-	-	-	D	43.9	-	-	D	43.9	-	-	D	43.9	-
	NYS ROUTE 94	WB	L	100	**-**	-	-	-	0.88	E	59.2	#222	0.88	E	59.2	#222	0.88	E	59.2	#222
			T	220	**-**	-	-	-	0.88	D	38.6	364'	0.88	D	38.6	364'	0.88	D	38.6	364'
			R	95	**-**	-	-	-	0.31	A	9.1	38'	0.31	A	9.1	38'	0.31	A	9.1	38'
		WB APPROACH		-	**-**	-	-	-	-	D	39.3	-	-	D	39.3	-	-	D	39.3	-
	NYS ROUTE 208	NB	L	40	**-**	-	-	-	0.09	C	21.3	37'	0.09	C	21.3	37'	0.09	C	21.3	37'
			TR	140	**-**	-	-	-	0.90	D	42.9	#502	0.90	D	42.9	#502	0.90	D	42.9	#502
		NB APPROACH		-	**-**	-	-	-	-	D	41.1	-	-	D	41.1	-	-	D	41.1	-
	NYS ROUTE 208	SB	L	65	**-**	-	-	-	0.86	D	48.6	#215	0.86	D	48.6	#215	0.86	D	48.6	#215
			TR	125	**-**	-	-	-	0.32	C	21.7	156'	0.32	C	21.7	156'	0.32	C	21.7	156'
		SB APPROACH		-	**-**	-	-	-	**-**	D	35.7	-	**-**	D	35.7	-	**-**	D	35.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.28	D	27.6	28'	0.28	D	27.6	28'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.7	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
		CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	0.90	F	69.3	203'
		NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.87	D	48.3	190'
			WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	48.3	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.59	A	8.0	311'
			NB APPROACH		-	-	-	-	-	-	A	8.0	-	-	A	8.0	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.34	A	5.3	164'
			SB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.3	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
		ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.19	C	16.3	18'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.05	B	14.2	5'
		NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.2	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.00	A	8.4	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
			SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.04	B	10.1	3'
			NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
		MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.22	C	18.7	20'
		NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.03	A	9.5	3'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.45	E	63.2	63'
				R	500+	-	-	-	-	0.45	E	60.8	34'	0.45	E	60.8	34'
			WB APPROACH		-	-	-	-	-	-	E	61.9	-	-	E	61.9	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.50	A	4.6	317'
				R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.3	5'
			NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.05	A	2.6	7'
				T	500+	-	-	-	-	0.48	A	2.6	204'	0.48	A	2.6	204'
			SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**
	W/ ROUNDABOUT (5)																
			WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	A	6.3	-
			NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	5.6	-
			SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	5.7	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.54	C	27.7	94'
			WB APPROACH		-	-	C	28.2	-	-	C	27.7	-	-	C	27.7	-
		NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.50	A	4.5	209'
			NB APPROACH		-	-	A	3.1	-	-	A	4.5	-	-	A	4.5	-
		NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.26	F	139.9	#745
			SB APPROACH		-	-	B	16.2	-	-	F	139.9	-	-	F	139.9	-
			OVERALL		**-**	**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	206'
			WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.67	C	30.4	585'
			NB APPROACH		-	-	-	-	-	-	C	30.4	-	-	C	30.4	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.55	C	25.7	111'
				T	500+	-	-	-	-	0.41	A	0.6	100'	0.41	A	0.6	100'
			SB APPROACH		-	-	-	-	-	-	A	9.8	-	-	A	9.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**

TABLE NO. 4G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.06	C	26.2	33'
				TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.88	C	33.6	318'
			EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	C	33.1	-
		NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.77	D	43.6	#375
				T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.81	C	34.4	284'
				R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.0	16'
			WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.9	-
		NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.10	C	24.4	40'
				TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.06	F	95.6	#563
			NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	88.7	-
			SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.73	C	23.9	159'
				TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.28	C	22.3	133'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	23.2	-
			OVERALL		**-**	**-**	**C**	**32.7**	**-**	**-**	**D**	**43.2**	**-**	**-**	**D**	**43.2**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	**-**	-	-	-	0.06	C	26.9	26'	0.06	C	26.9	26'
				TR	140	**-**	-	-	-	0.90	D	44.9	#401	0.90	D	44.9	#401
			EB APPROACH		-	**-**	-	-	-	-	D	43.7	-	-	D	43.7	-
		NYS ROUTE 94	WB	L	100	**-**	-	-	-	0.88	D	43.0	206'	0.88	D	43.0	206'
				T	220	**-**	-	-	-	0.81	C	34.7	292'	0.81	C	34.7	292'
				R	95	**-**	-	-	-	0.37	A	8.6	25'	0.37	A	8.6	25'
			WB APPROACH		-	**-**	-	-	-	-	C	32.0	-	-	C	32.0	-
		NYS ROUTE 208	NB	L	40	**-**	-	-	-	0.09	C	21.8	40'	0.09	C	21.8	40'
				TR	140	**-**	-	-	-	0.89	D	39.2	#452	0.89	D	39.2	#452
			NB APPROACH		-	**-**	-	-	-	-	D	37.6	-	-	D	37.6	-
		NYS ROUTE 208	SB	L	65	**-**	-	-	-	0.67	C	23.2	148'	0.67	C	23.2	148'
				TR	125	**-**	-	-	-	0.25	C	20.1	129'	0.25	C	20.1	129'
			SB APPROACH		-	**-**	-	-	-	**-**	C	21.9	-	-	C	21.9	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**33.7**	**-**	**-**	**C**	**33.7**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.19	C	16.6	18'
		NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.6	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**														
	CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	0.96	F	86.0	235'
	NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.9	0'
	WITH SIGNALIZATION															
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	49.2	209'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	49.2	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.53	A	7.4	298'
		NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.4	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.39	A	5.8	225'
		SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**														
	ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.25	C	15.5	25'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.07	B	14.6	5'
	NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.01	A	8.0	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**														
		SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.06	B	10.6	5'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**														
	MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	1.51	F	296.4	468'
	NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.23	B	11.4	23'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208															
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.69	E	62.0	193'
			R	500+	-	-	-	-	0.48	E	55.2	46'	0.63	E	56.4	57'
		WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	59.1	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.49	A	8.4	400'
			R	50	-	-	-	-	0.17	A	1.9	17'	0.17	A	2.1	21'
		NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	6.8	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.35	A	6.1	49'
			T	500+	-	-	-	-	0.49	A	4.3	320'	0.53	A	5.3	347'
		SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	5.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**13.3**	**-**
	W/ ROUNDABOUT (5)															
		WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	7.3	-
		NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	7.4	-
		SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.4	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**7.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**														
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.63	C	29.2	124'
		WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.2	-
	NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.55	A	5.5	235'
		NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.5	-
	NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.74	F	352.3	#958
		SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	352.3	-
		OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**179.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208															
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	263'
		WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.71	C	32.2	663'
		NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	32.2	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.73	C	31.6	m213
			T	500+	-	-	-	-	0.46	A	0.5	242'	0.47	A	0.4	m246
		SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**23.6**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94		**SIGNALIZED**														
		NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.8	44'
				TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.1	#425
			EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.3	-
		NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.82	D	48.3	#383
				T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.5	#352
				R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'
			WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.2	-
		NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.12	C	26.3	36'
				TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.97	E	73.0	#465
			NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	68.3	-
			SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.69	C	25.1	137'
				TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.41	C	25.3	179'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.2	-
			OVERALL		**-**	**-**	**C**	**28.5**	**-**	**-**	**D**	**35.4**	**-**	**-**	**D**	**40.6**	**-**
	WITH TIMING IMPROVEMENTS																
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.09	C	27.4	34'
				TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	47.3	#470
			EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	45.7	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.89	D	53.0	#317
				T	220	-	-	-	-	0.83	D	37.7	#383	0.84	D	40.0	#382
				R	95	-	-	-	-	0.63	A	8.9	27'	0.64	A	9.6	27'
			WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	C	34.0	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.6	36'
				TR	140	-	-	-	-	0.88	D	45.7	#431	0.89	D	49.8	#451
			NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	47.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.63	C	23.5	132'
				TR	125	-	-	-	-	0.38	C	22.9	171'	0.39	C	23.6	177'
			SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	23.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.5**	**-**	**-**	**D**	**36.8**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY		**UNSIGNALIZED**														
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.25	C	20.9	25'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.1	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

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6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	107	392	113	41	1097
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.950		0.966			
Flt Protected	0.968					0.998
Satd. Flow (prot)	3489	0	3401	0	0	3252
Flt Permitted	0.968					0.998
Satd. Flow (perm)	3489	0	3401	0	0	3252
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			628
Travel Time (s)	14.3		6.3			7.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	115	422	122	44	1180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	544	0	0	1224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	345	544	1224
Demand Flow Rate, veh/h	352	563	1272
Vehicles Circulating, veh/h	439	45	235
Vehicles Exiting, veh/h	169	1462	556
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	4.8	11.0
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.471	0.529	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	187	165	265	298	598	674
Cap Entry Lane, veh/h	900	936	1294	1299	1086	1109
Entry HV Adj Factor	0.978	0.983	0.965	0.968	0.962	0.962
Flow Entry, veh/h	183	162	256	288	575	649
Cap Entry, veh/h	880	920	1248	1257	1045	1067
V/C Ratio	0.208	0.176	0.205	0.229	0.551	0.608
Control Delay, s/veh	6.2	5.6	4.6	4.9	10.3	11.5
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	3	4

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

NO-BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	101	1187	227	119	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.938		0.976			
Flt Protected	0.971					0.992
Satd. Flow (prot)	3456	0	3432	0	0	3214
Flt Permitted	0.971					0.992
Satd. Flow (perm)	3456	0	3432	0	0	3214
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			485
Travel Time (s)	14.3		6.3			6.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	110	1290	247	129	643
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	1537	0	0	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	267	1537	772
Demand Flow Rate, veh/h	272	1594	807
Vehicles Circulating, veh/h	1342	132	160
Vehicles Exiting, veh/h	384	835	1454
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.9	12.5	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	144	128	749	845	379	428
Cap Entry Lane, veh/h	392	441	1194	1208	1164	1180
Entry HV Adj Factor	0.983	0.980	0.965	0.964	0.957	0.956
Flow Entry, veh/h	142	125	723	815	363	409
Cap Entry, veh/h	385	433	1152	1165	1114	1128
V/C Ratio	0.367	0.290	0.627	0.699	0.326	0.363
Control Delay, s/veh	16.5	13.1	11.4	13.4	6.4	6.8
LOS	C	B	B	B	A	A
95th %tile Queue, veh	2	1	5	6	1	2

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NO-BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3513	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3513	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1389	792
Demand Flow Rate, veh/h	275	1403	812
Vehicles Circulating, veh/h	1147	147	165
Vehicles Exiting, veh/h	403	830	1257
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	10.4	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	659	744	382	430
Cap Entry Lane, veh/h	469	519	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	653	736	372	420
Cap Entry, veh/h	437	486	1166	1180	1129	1147
V/C Ratio	0.311	0.248	0.560	0.624	0.330	0.366
Control Delay, s/veh	13.5	11.1	9.7	11.1	6.4	6.8
LOS	B	B	A	B	A	A
95th %tile Queue, veh	1	1	4	5	1	2

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NO-BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			575
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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NO-BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	98	605	223	110	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.937		0.960			
Flt Protected	0.972					0.994
Satd. Flow (prot)	3485	0	3438	0	0	3344
Flt Permitted	0.972					0.994
Satd. Flow (perm)	3485	0	3438	0	0	3344
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	102	630	232	115	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	0	862	0	0	890
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	242	862	890
Demand Flow Rate, veh/h	245	877	896
Vehicles Circulating, veh/h	636	121	143
Vehicles Exiting, veh/h	362	918	738
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	6.5	6.8
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	130	115	412	465	421	475
Cap Entry Lane, veh/h	751	794	1206	1219	1182	1197
Entry HV Adj Factor	0.987	0.989	0.983	0.982	0.994	0.993
Flow Entry, veh/h	128	114	405	457	418	472
Cap Entry, veh/h	741	786	1186	1197	1174	1189
V/C Ratio	0.173	0.145	0.342	0.381	0.356	0.397
Control Delay, s/veh	6.7	6.1	6.3	6.8	6.5	7.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

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BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	127	412	113	117	1038
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.944		0.968			
Flt Protected	0.970					0.995
Satd. Flow (prot)	3474	0	3408	0	0	3246
Flt Permitted	0.970					0.995
Satd. Flow (perm)	3474	0	3408	0	0	3246
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			375
Travel Time (s)	14.3		6.3			4.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	137	443	122	126	1116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	0	565	0	0	1242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	367	565	1242
Demand Flow Rate, veh/h	375	585	1290
Vehicles Circulating, veh/h	461	129	235
Vehicles Exiting, veh/h	253	1396	601
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.2	5.3	11.1
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	199	176	275	310	606	684
Cap Entry Lane, veh/h	882	919	1197	1211	1086	1109
Entry HV Adj Factor	0.977	0.980	0.966	0.966	0.964	0.963
Flow Entry, veh/h	195	172	266	300	584	658
Cap Entry, veh/h	862	900	1157	1170	1046	1067
V/C Ratio	0.226	0.192	0.230	0.256	0.558	0.617
Control Delay, s/veh	6.5	5.9	5.2	5.4	10.5	11.7
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	4

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	142	19	427	35	140	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	165	22	497	41	163	905
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	497	41	0	1068
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	187	538	1068
Demand Flow Rate, veh/h	190	559	1107
Vehicles Circulating, veh/h	517	166	168
Vehicles Exiting, veh/h	166	1109	539
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.6	8.5
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	190	517	42	520	587
Cap Entry Lane, veh/h	814	1164	1168	1155	1172
Entry HV Adj Factor	0.984	0.962	0.980	0.965	0.964
Flow Entry, veh/h	187	497	41	502	566
Cap Entry, veh/h	801	1120	1145	1115	1130
V/C Ratio	0.234	0.444	0.036	0.450	0.501
Control Delay, s/veh	7.0	8.0	3.4	8.1	8.8
LOS	A	A	A	A	A
95th %tile Queue, veh	1	2	0	2	3

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BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			410
Travel Time (s)	14.3		6.3			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.915			0.850		
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1845	1599	0	3434
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	0	978	157	0	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	246	1135	678
Demand Flow Rate, veh/h	251	1177	711
Vehicles Circulating, veh/h	1017	22	93
Vehicles Exiting, veh/h	22	782	1175
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.8	13.0	5.5
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	251	1017	160	334	377
Cap Entry Lane, veh/h	488	1349	1349	1265	1276
Entry HV Adj Factor	0.980	0.962	0.980	0.954	0.953
Flow Entry, veh/h	246	978	157	319	359
Cap Entry, veh/h	479	1297	1323	1207	1216
V/C Ratio	0.514	0.754	0.119	0.264	0.296
Control Delay, s/veh	17.8	14.5	3.7	5.4	5.7
LOS	C	B	A	A	A
95th %tile Queue, veh	3	8	0	1	1

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BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.970			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3502	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3502	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			584
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1247	792
Demand Flow Rate, veh/h	275	1260	812
Vehicles Circulating, veh/h	1004	147	165
Vehicles Exiting, veh/h	403	830	1114
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.4	9.2	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	592	668	382	430
Cap Entry Lane, veh/h	535	585	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	586	661	372	420
Cap Entry, veh/h	499	548	1166	1180	1129	1147
V/C Ratio	0.273	0.221	0.503	0.560	0.330	0.366
Control Delay, s/veh	11.3	9.5	8.7	9.7	6.4	6.8
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	1	3	4	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	1900	1881	0	3505
Flt Permitted						
Satd. Flow (perm)	1611	0	1900	1881	0	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	139	859	641
Demand Flow Rate, veh/h	142	868	660
Vehicles Circulating, veh/h	868	0	0
Vehicles Exiting, veh/h	0	660	1010
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	10.1	4.7
Approach LOS	A	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	142	868	0	310	350
Cap Entry Lane, veh/h	569	1379	1379	1379	1379
Entry HV Adj Factor	0.979	0.990	0.980	0.972	0.970
Flow Entry, veh/h	139	859	0	301	340
Cap Entry, veh/h	557	1366	1352	1340	1338
V/C Ratio	0.250	0.629	0.000	0.225	0.254
Control Delay, s/veh	9.9	10.1	2.7	4.6	4.9
LOS	A	B	A	A	A
95th %tile Queue, veh	1	5	0	1	1

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BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			585
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	624	0	0	656
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1900	1881	0	3574
Flt Permitted						
Satd. Flow (perm)	1863	0	1900	1881	0	3574
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	0	0	734	0	0	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	734	0	0	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	0	734	772
Demand Flow Rate, veh/h	0	741	780
Vehicles Circulating, veh/h	741	0	0
Vehicles Exiting, veh/h	0	780	741
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	8.3	5.1
Approach LOS	-	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	0	741	0	367	413
Cap Entry Lane, veh/h	647	1379	1379	1379	1379
Entry HV Adj Factor	1.000	0.990	0.980	0.989	0.991
Flow Entry, veh/h	0	734	0	363	409
Cap Entry, veh/h	647	1366	1352	1364	1367
V/C Ratio	0.000	0.537	0.000	0.266	0.299
Control Delay, s/veh	5.6	8.3	2.7	4.9	5.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	3	0	1	1

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BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	154	662	223	160	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.920		0.962			
Flt Protected	0.977					0.992
Satd. Flow (prot)	3447	0	3447	0	0	3331
Flt Permitted	0.977					0.992
Satd. Flow (perm)	3447	0	3447	0	0	3331
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			579
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	160	690	232	167	827
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	922	0	0	994
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	300	922	994
Demand Flow Rate, veh/h	303	938	1002
Vehicles Circulating, veh/h	697	175	143
Vehicles Exiting, veh/h	416	970	857
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	7.4	7.4
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.472	0.528	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	160	441	497	471	531
Cap Entry Lane, veh/h	710	755	1148	1166	1182	1197
Entry HV Adj Factor	0.979	1.000	0.983	0.983	0.992	0.992
Flow Entry, veh/h	140	160	433	489	467	527
Cap Entry, veh/h	695	755	1128	1146	1172	1188
V/C Ratio	0.202	0.212	0.384	0.426	0.398	0.444
Control Delay, s/veh	7.5	7.1	7.1	7.6	7.1	7.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	94	13	622	99	14	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1756	0	1900	1599	0	3570
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1756	0	1900	1599	0	3570
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	102	14	676	108	15	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	676	108	0	807
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	116	784	807
Demand Flow Rate, veh/h	118	793	815
Vehicles Circulating, veh/h	683	15	104
Vehicles Exiting, veh/h	15	904	697
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	7.2	5.9
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	118	683	110	383	432
Cap Entry Lane, veh/h	687	1358	1359	1252	1264
Entry HV Adj Factor	0.983	0.990	0.980	0.990	0.990
Flow Entry, veh/h	116	676	108	379	428
Cap Entry, veh/h	675	1345	1332	1240	1251
V/C Ratio	0.172	0.503	0.081	0.306	0.342
Control Delay, s/veh	7.3	7.9	3.3	5.7	6.1
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	1	2

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COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	142	428	113	175	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.969			
Flt Protected	0.971					0.993
Satd. Flow (prot)	3463	0	3411	0	0	3242
Flt Permitted	0.971					0.993
Satd. Flow (perm)	3463	0	3411	0	0	3242
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			708
Travel Time (s)	14.3		6.3			8.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	153	460	122	188	1177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	0	582	0	0	1365
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	383	582	1365
Demand Flow Rate, veh/h	391	602	1416
Vehicles Circulating, veh/h	478	192	235
Vehicles Exiting, veh/h	316	1459	634
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	5.8	12.7
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	207	184	283	319	666	750
Cap Entry Lane, veh/h	868	906	1130	1149	1086	1109
Entry HV Adj Factor	0.981	0.978	0.966	0.966	0.963	0.965
Flow Entry, veh/h	203	180	273	308	642	723
Cap Entry, veh/h	851	886	1091	1111	1046	1070
V/C Ratio	0.238	0.203	0.250	0.278	0.613	0.676
Control Delay, s/veh	6.7	6.1	5.6	5.9	11.8	13.5
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	33	431	62	144	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	291	38	501	72	167	914
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	0	501	72	0	1081
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	329	573	1081
Demand Flow Rate, veh/h	336	594	1121
Vehicles Circulating, veh/h	521	170	297
Vehicles Exiting, veh/h	170	1248	560
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	7.5	10.4
Approach LOS	A	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	336	521	73	527	594
Cap Entry Lane, veh/h	810	1160	1164	1026	1053
Entry HV Adj Factor	0.979	0.962	0.980	0.964	0.965
Flow Entry, veh/h	329	501	72	508	573
Cap Entry, veh/h	793	1115	1141	989	1016
V/C Ratio	0.415	0.449	0.063	0.514	0.564
Control Delay, s/veh	9.8	8.1	3.7	10.0	10.8
LOS	A	A	A	A	B
95th %tile Queue, veh	2	2	0	3	4

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COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	257	1209	227	203	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.904		0.976			
Flt Protected	0.982					0.989
Satd. Flow (prot)	3368	0	3432	0	0	3211
Flt Permitted	0.982					0.989
Satd. Flow (perm)	3368	0	3432	0	0	3211
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			694
Travel Time (s)	14.3		6.3			8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	279	1314	247	221	735
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	1561	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	436	1561	956
Demand Flow Rate, veh/h	445	1619	997
Vehicles Circulating, veh/h	1367	225	160
Vehicles Exiting, veh/h	477	932	1652
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	23.8	15.8	7.7
Approach LOS	C	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.360	0.640	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	285	761	858	469	528
Cap Entry Lane, veh/h	383	432	1096	1118	1164	1180
Entry HV Adj Factor	0.981	0.979	0.964	0.965	0.958	0.960
Flow Entry, veh/h	157	279	734	828	449	507
Cap Entry, veh/h	376	423	1057	1078	1115	1133
V/C Ratio	0.418	0.659	0.694	0.767	0.403	0.447
Control Delay, s/veh	18.4	26.8	14.2	17.2	7.4	8.0
LOS	C	D	B	C	A	A
95th %tile Queue, veh	2	5	6	8	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	158	156	937	274	39	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.933			0.850		
Flt Protected	0.975					0.997
Satd. Flow (prot)	1694	0	1845	1599	0	3434
Flt Permitted	0.975					0.997
Satd. Flow (perm)	1694	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	168	166	997	291	41	662
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	997	291	0	703
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	334	1288	703
Demand Flow Rate, veh/h	340	1334	737
Vehicles Circulating, veh/h	1037	42	171
Vehicles Exiting, veh/h	42	866	1206
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	27.9	13.6	6.4
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.469	0.531
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	340	1037	297	346	391
Cap Entry Lane, veh/h	479	1321	1323	1152	1170
Entry HV Adj Factor	0.982	0.962	0.980	0.955	0.953
Flow Entry, veh/h	334	997	291	330	373
Cap Entry, veh/h	470	1271	1297	1100	1114
V/C Ratio	0.710	0.785	0.224	0.300	0.334
Control Delay, s/veh	27.9	16.2	4.7	6.2	6.5
LOS	D	C	A	A	A
95th %tile Queue, veh	6	9	1	1	1

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COMBINED CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	944	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.970			
Flt Protected	0.971					0.991
Satd. Flow (prot)	2971	0	3152	0	0	2946
Flt Permitted	0.971					0.991
Satd. Flow (perm)	2971	0	3152	0	0	2946
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			646
Travel Time (s)	14.3		6.3			8.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	994	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1247	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.08	1.17	1.13	1.23	1.24	1.24
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	CBD
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1247	792
Demand Flow Rate, veh/h	275	1260	812
Vehicles Circulating, veh/h	1004	147	165
Vehicles Exiting, veh/h	403	830	1114
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.4	9.2	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	592	668	382	430
Cap Entry Lane, veh/h	535	585	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	586	661	372	420
Cap Entry, veh/h	499	548	1166	1180	1129	1147
V/C Ratio	0.273	0.221	0.503	0.560	0.330	0.366
Control Delay, s/veh	11.3	9.5	8.7	9.7	6.4	6.8
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	1	3	4	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	135	833	0	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	1900	1881	0	3505
Flt Permitted						
Satd. Flow (perm)	1611	0	1900	1881	0	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	0	139	859	0	0	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	859	0	0	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	139	859	641
Demand Flow Rate, veh/h	142	868	660
Vehicles Circulating, veh/h	868	0	0
Vehicles Exiting, veh/h	0	660	1010
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	10.1	4.9
Approach LOS	A	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	142	868	0	310	350
Cap Entry Lane, veh/h	569	1379	1379	1348	1348
Entry HV Adj Factor	0.979	0.990	0.980	0.972	0.970
Flow Entry, veh/h	139	859	0	301	340
Cap Entry, veh/h	557	1366	1352	1310	1308
V/C Ratio	0.250	0.629	0.000	0.230	0.260
Control Delay, s/veh	9.9	10.1	2.7	4.7	5.0
LOS	A	B	A	A	A
95th %tile Queue, veh	1	5	0	1	1

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			576
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	23	651	191	27	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	205	27	766	225	32	739
Shared Lane Traffic (%)						
Lane Group Flow (vph)	232	0	766	225	0	771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	232	991	771
Demand Flow Rate, veh/h	237	1004	779
Vehicles Circulating, veh/h	774	33	209
Vehicles Exiting, veh/h	33	955	802
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.3	8.2	6.7
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	237	774	229	366	413
Cap Entry Lane, veh/h	626	1334	1335	1112	1133
Entry HV Adj Factor	0.979	0.990	0.980	0.990	0.989
Flow Entry, veh/h	232	766	225	362	408
Cap Entry, veh/h	613	1320	1308	1101	1121
V/C Ratio	0.379	0.580	0.172	0.329	0.364
Control Delay, s/veh	11.3	9.3	4.2	6.5	6.9
LOS	B	A	A	A	A
95th %tile Queue, veh	2	4	1	1	2

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.911		0.964			
Flt Protected	0.980					0.991
Satd. Flow (prot)	3427	0	3455	0	0	3324
Flt Permitted	0.980					0.991
Satd. Flow (perm)	3427	0	3455	0	0	3324
Link Speed (mph)	30		55			55
Link Distance (ft)	628		511			380
Travel Time (s)	14.3		6.3			4.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	343	964	1071
Demand Flow Rate, veh/h	346	980	1081
Vehicles Circulating, veh/h	739	215	143
Vehicles Exiting, veh/h	456	1009	942
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	8.0	7.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.413	0.587	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	203	461	519	508	573
Cap Entry Lane, veh/h	683	729	1106	1127	1182	1197
Entry HV Adj Factor	0.979	1.000	0.982	0.984	0.991	0.991
Flow Entry, veh/h	140	203	453	511	503	568
Cap Entry, veh/h	668	729	1087	1110	1171	1186
V/C Ratio	0.209	0.278	0.417	0.460	0.430	0.479
Control Delay, s/veh	7.9	8.2	7.7	8.3	7.5	8.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	687	186	0	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	873	824
Demand Flow Rate, veh/h	204	884	833
Vehicles Circulating, veh/h	694	27	180
Vehicles Exiting, veh/h	27	986	718
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	7.3	6.8
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	204	694	190	392	441
Cap Entry Lane, veh/h	679	1342	1343	1142	1161
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	200	687	186	387	437
Cap Entry, veh/h	666	1329	1316	1129	1150
V/C Ratio	0.300	0.517	0.141	0.343	0.380
Control Delay, s/veh	9.2	8.2	3.9	6.6	6.9
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	2	2

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SENSITIVITY ANALYSIS
CONVENTIONAL RESIDENTIAL DEVELOPMENT

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.82	E	47.5	180'	1.20	F	158.9	385'	1.37	F	225.4	475'	1.47	F	268.3	530'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.89	D	48.2	237'	0.90	D	49.7	259'	0.91	D	50.5	#279
		WB APPROACH		-	-	-	-	-	-	D	48.2	-	-	D	49.7	-	-	D	50.5	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.41	A	7.7	193'	0.46	A	8.7	213'	0.48	A	9.3	216'
		NB APPROACH		-	-	-	-	-	-	A	7.7	-	-	A	8.7	-	-	A	9.3	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.56	A	9.6	349'	0.58	B	10.3	342'	0.59	B	10.8	326'
		SB APPROACH		-	-	-	-	-	-	A	9.6	-	-	B	10.3	-	-	B	10.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.7**	**-**	**-**	**B**	**19.3**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		145	-	-	-	-	-	A	8.0	-	-	A	8.9	-	-	A	9.4	-
		NB APPROACH		225	-	-	-	-	-	A	4.5	-	-	A	4.8	-	-	A	4.9	-
		SB APPROACH		500+	-	-	-	-	-	C	18.2	-	-	C	20.0	-	-	C	21.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**12.4**	**-**	**-**	**B**	**13.0**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.19	B	14.1	18'	0.24	C	16.4	23'	0.25	C	17.1	25'	0.26	C	17.6	25'
	ROUND HILL ROAD	WB	LTR	240	0.09	C	15.6	8'	0.12	C	19.2	10'	0.15	C	17.4	13'	0.18	C	17.0	15'
	NYS ROUTE 208	NB	LTR	500+	0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	500+	0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'	0.03	A	8.2	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.07	B	10.4	5'	0.08	B	10.9	8'	0.09	B	11.1	8'	0.10	B	11.3	8'
		NEB	LT	235	0.00	A	7.9	0'	0.00	A	8.0	0'	0.02	A	8.1	3'	0.03	A	8.2	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.27	C	18.1	28'	1.23	F	167.8	403'	2.88	F	915.3	900'	15.88	F	>1000	1285'
	NYS ROUTE 208	SB	LT	500+	0.02	A	8.1	3'	0.04	A	8.7	3'	0.19	A	9.5	18'	0.27	B	10.1	28'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.84	D	52.0	#232	0.83	D	51.6	#232	0.80	D	54.9	265'
			R	500+	-	-	-	-	0.39	C	32.8	37'	0.47	C	31.6	41'	0.50	D	42.7	51'
		WB APPROACH		-	-	-	-	-	-	D	45.6	-	-	D	43.4	-	-	D	49.5	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.35	A	7.7	179'	0.41	A	9.5	223'	0.40	B	10.7	319'
			R	50	-	-	-	-	0.10	A	2.1	8'	0.10	A	2.7	10'	0.09	A	2.5	9'
		NB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	8.1	-	-	A	9.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.07	A	4.7	14'	0.31	A	5.9	47'	0.44	A	7.1	108'
			T	500+	-	-	-	-	0.87	B	16.3	#913	0.87	B	16.0	#905	0.89	B	19.8	#1425
		SB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	14.6	-	-	B	17.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**17.8**	**-**	**-**	**C**	**20.7**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	5.9	-	-	A	6.6	-	-	A	6.9	-
		NB APPROACH		150	-	-	-	-	-	A	4.8	-	-	A	5.8	-	-	A	6.5	-
		SB APPROACH		550+	-	-	-	-	-	B	11.0	-	-	B	12.6	-	-	C	15.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**9.8**	**-**	**-**	**B**	**11.8**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	66'	0.57	C	27.9	109'	0.59	C	28.5	113'	0.60	C	28.5	115'
		WB APPROACH		-	-	C	28.2	-	-	C	27.9	-	-	C	28.5	-	-	C	28.5	-
	NYS ROUTE 208	NB	TR	500+	0.32	A	2.4	102'	0.52	A	4.3	218'	0.54	A	4.5	228'	0.54	A	4.5	232'
		NB APPROACH		-	-	A	2.4	-	-	A	4.3	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	LT	500+	1.09	E	67.2	#671	1.96	F	450.3	#817	1.84	F	392.7	#759	2.33	F	616.1	#998
		SB APPROACH		-	-	E	67.2	-	-	F	450.3	-	-	F	392.7	-	-	F	616.1	-
		OVERALL		**-**	**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**188.8**	**-**	**-**	**F**	**317.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#325	0.82	E	74.1	#348
		WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.80	D	44.5	716'	0.87	D	51.8	#816	0.89	E	55.2	#842
		NB APPROACH		-	-	-	-	-	-	D	44.5	-	-	D	51.8	-	-	E	55.2	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.90	D	52.7	m431	0.75	D	47.8	m377	0.78	D	48.5	m413
			T	500+	-	-	-	-	0.37	B	13.9	m193	0.41	B	14.3	m227	0.42	B	14.3	m234
		SB APPROACH		-	-	-	-	-	-	C	34.3	-	-	C	29.7	-	-	C	30.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**39.9**	**-**	**-**	**D**	**41.0**	**-**

TABLE NO. 1G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	28.3	61'	0.19	C	28.9	61'
				TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	28.6	316'	0.88	C	29.3	318'
			EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	28.6	-	-	C	29.3	-
		NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	28.9	#302	0.74	C	30.2	#311
				T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	26.9	438'	0.88	C	28.1	443'
				R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.8	23'	0.20	A	5.0	24'
			WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	24.7	-	-	C	25.8	-
		NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.28	C	22.5	65'	0.28	C	22.6	67'
				TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.79	C	34.0	#308	0.81	D	37.3	#337
			NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	31.4	-	-	C	34.1	-
			SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.39	C	21.7	92'	0.40	C	22.1	92'
				TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.9	223'	0.69	C	27.3	227'
		NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.4	-	-	C	25.8	-
			OVERALL		**-**	**-**	**C**	**20.9**	**-**	**-**	**C**	**25.0**	**-**	**-**	**C**	**26.8**	**-**	**-**	**C**	**28.0**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	28.4	61'	0.19	C	29.0	61'
				TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	28.6	314'	0.87	C	29.4	317'
			EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	28.6	-	-	C	29.3	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	28.8	#302	0.74	C	30.2	#310
				T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	26.8	435'	0.88	C	28.0	439'
				R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	4.8	24'	0.20	A	5.0	24'
			WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	24.7	-	-	C	25.8	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.28	C	22.3	65'	0.28	C	22.5	0'
				TR	140	-	-	-	-	0.73	C	28.3	#257	0.78	C	31.7	#307	0.80	C	34.5	#335
			NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	29.6	-	-	C	31.9	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.38	C	21.5	91'	0.40	C	21.9	92'
				TR	125	-	-	-	-	0.71	C	26.4	211'	0.69	C	26.7	222'	0.69	C	27.1	226'
			SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	25.2	-	-	C	25.6	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**24.8**	**-**	**-**	**C**	**26.4**	**-**	**-**	**C**	**27.5**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.41	D	25.8	48'	0.42	D	26.9	50'
		NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.7	0'	0.01	A	9.8	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.21	F	177.2	323'	1.30	F	215.3	360'
	NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.8	0'	0.00	B	11.0	0'
	WITH SIGNALIZATION																			
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.87	D	47.8	213'	0.87	D	48.5	219'
		WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.8	-	-	D	48.5	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.89	B	19.6	#886	0.93	C	23.5	#930
		NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	19.6	-	-	C	23.5	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.31	A	5.0	139'	0.32	A	5.2	148'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	5.0	-	-	A	5.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**C**	**20.2**	**-**	**-**	**C**	**22.7**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		145	-	-	-	-	-	B	10.9	-	-	B	11.6	-	-	B	12.0	-
		NB APPROACH		225	-	-	-	-	-	A	7.2	-	-	A	7.4	-	-	A	7.6	-
		SB APPROACH		500+	-	-	-	-	-	A	7.5	-	-	A	8.1	-	-	A	8.5	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**7.8**	**-**	**-**	**A**	**8.2**	**-**	**-**	**A**	**8.4**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.26	D	25.6	25'	0.28	D	28.7	28'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.07	C	16.2	5'	0.09	C	16.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	8'	0.08	A	8.4	8'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.02	A	8.9	3'	0.04	A	9.0	3'
3	CLOVE ROAD (C.R. 27) &	**UNSIGNALIZED**																			
	ROUND HILL ROAD	SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.10	B	11.7	8'	0.11	B	11.7	10'
		NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.03	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	8.91	F	>1000	1215'	3.18	F	>1000	1175'
	NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.50	C	21.2	68'	0.66	D	30.0	115'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																			
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.79	E	79.5	#258	0.79	E	79.5	#258
			R	500+	-	-	-	-	0.51	E	58.0	66'	0.72	E	58.4	226'	0.97	F	94.5	#382
		WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	66.5	-	-	F	89.8	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	1.02	F	53.9	#1516	1.10	F	80.7	#1691
			R	50	-	-	-	-	0.18	A	1.9	41'	0.20	A	4.0	41'	0.20	A	4.2	42'
		NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	D	45.9	-	-	E	69.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.90	F	86.6	#309	1.09	F	138.5	#420
			T	500+	-	-	-	-	0.43	A	4.0	186'	0.49	A	4.9	229'	0.52	A	5.2	259'
		SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	C	23.4	-	-	D	39.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**D**	**41.5**	**-**	**-**	**E**	**62.5**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	20.5	-	-	E	40.2	-
		NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	15.0	-	-	C	19.7	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.6	-	-	A	8.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**13.4**	**-**	**-**	**C**	**19.2**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.91	D	54.4	#285	0.95	E	61.7	#305
		WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	54.4	-	-	E	61.7	-
	NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.76	B	10.6	388'	0.79	B	11.8	421'
		NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	B	10.6	-	-	B	11.8	-
	NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.94	F	890.8	#998	3.42	F	1108.3	#1077
		SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	890.0	-	-	F	1108.3	-
		OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**409.9**	**-**	**-**	**F**	**506.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#566	0.88	E	73.2	#612
		WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-	-	E	73.2	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.91	D	46.1	#1079	0.95	D	51.5	#1150
		NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	46.1	-	-	D	51.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.85	D	47.6	m144	0.96	D	55.0	m181
			T	500+	-	-	-	-	0.63	A	0.4	m295	0.65	A	0.2	m299	0.67	A	0.2	m300
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.8	-	-	B	15.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**30.8**	**-**	**-**	**C**	**34.1**	**-**

TABLE NO. 2G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.6	54'	0.11	C	28.5	54'
				TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	49.1	#399	0.91	D	50.6	#400
			EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	D	46.9	-	-	D	48.3	-
		NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	36.8	#280	0.73	D	38.3	#298
				T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	34.3	325'	0.86	C	34.8	325'
				R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.3	17'	0.31	A	7.5	17'
			WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.8	-	-	C	30.7	-
		NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.8	35'	0.11	C	26.4	36'
				TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.41	F	233.0	#722	1.46	F	257.5	#740
			NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	219.0	-	-	F	241.8	-
		NYS ROUTE 208	SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.73	C	24.8	154'	0.73	C	25.4	154'
				TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.42	C	24.4	182'	0.45	C	25.3	194'
		NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.6	-	-	C	25.3	-
			OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**78.0**	**-**	**-**	**F**	**84.6**	**-**
	WITH TIMING IMPROVEMENTS																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.13	C	32.4	39'	0.13	C	33.4	39'	0.13	D	35.0	39'
				TR	140	-	-	-	-	0.90	D	42.2	350'	0.91	D	47.3	353'	0.92	D	52.3	356'
			EB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	45.8	-	-	D	50.4	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	E	55.5	#223	0.90	E	63.6	#255	0.94	E	75.8	#281
				T	220	-	-	-	-	0.86	C	35.0	341'	0.87	D	38.7	341'	0.88	D	42.5	341'
				R	95	-	-	-	-	0.35	A	9.8	40'	0.36	B	10.7	40'	0.36	B	11.3	38'
			WB APPROACH		-	-	-	-	-	-	D	36.8	-	-	D	41.7	-	-	D	48.2	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.08	B	19.3	33'	0.08	C	20.2	34'	0.09	C	21.3	0'
				TR	140	-	-	-	-	0.90	D	39.5	#534	0.92	D	45.9	#565	0.94	D	53.4	#594
			NB APPROACH		-	-	-	-	-	-	D	38.1	-	-	D	44.1	-	-	D	51.2	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.84	D	46.2	#200	0.91	E	65.3	#208	0.92	E	64.7	#201
				TR	125	-	-	-	-	0.32	B	19.8	164'	0.34	C	21.3	180'	0.35	C	22.2	191'
			SB APPROACH		-	-	-	-	-	-	C	32.7	-	-	D	41.9	-	-	D	41.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**43.1**	**-**	**-**	**D**	**48.1**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.26	D	28.9	25'	0.28	D	31.9	28'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.1	3'	0.02	A	9.2	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.18	F	162.6	328'	1.28	F	200.1	365'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	49.2	227'	0.87	D	49.8	#232
		WB APPROACH		-	-	-	-	-	-	D	48.1	-	-	D	49.2	-	-	D	49.8	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.83	B	15.4	#791	0.87	B	17.7	#835
		NB APPROACH		-	-	-	-	-	-	B	12.8	-	-	B	15.4	-	-	B	17.7	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.30	A	5.2	135'	0.32	A	5.4	143'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	5.2	-	-	A	5.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**19.7**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		145	-	-	-	-	-	B	10.1	-	-	B	10.7	-	-	B	11.1	-
		NB APPROACH		225	-	-	-	-	-	A	6.5	-	-	A	6.7	-	-	A	6.8	-
		SB APPROACH		500+	-	-	-	-	-	A	7.2	-	-	A	7.7	-	-	A	8.1	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**7.2**	**-**	**-**	**A**	**7.5**	**-**	**-**	**A**	**7.8**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.29	C	24.9	30'	0.32	D	27.6	33'
	ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.12	C	20.9	10'	0.14	C	20.9	13'
	NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.3	5'	0.07	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.02	A	8.8	3'	0.03	A	8.9	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.10	B	11.7	8'	0.12	B	11.8	10'
		NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.03	A	7.9	3'	0.04	A	8.0	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	5.92	F	>1000	1115'	2.75	F	842.5	1073'
	NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.46	C	18.5	60'	0.61	C	24.6	98'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283	0.93	F	114.1	#283
			R	500+	-	-	-	-	0.52	E	59.4	48'	1.10	F	150.5	186'	1.00	F	104.5	323'
		WB APPROACH		-	-	-	-	-	-	F	92.2	-	-	F	136.4	-	-	F	107.6	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.79	B	15.1	1049'	0.94	C	34.4	#1359
			R	50	-	-	-	-	0.18	A	1.9	45'	0.19	A	2.3	45'	0.20	A	4.5	47'
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.8	-	-	C	29.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.80	C	32.6	#234	0.93	F	81.7	#419
			T	500+	-	-	-	-	0.42	A	3.7	167'	0.47	A	4.1	203'	0.50	A	4.4	227'
		SB APPROACH		-	-	-	-	-	-	A	6.4	-	-	B	10.7	-	-	C	24.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**C**	**30.0**	**-**	**-**	**D**	**40.2**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	C	16.0	-	-	D	26.3	-
		NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	B	12.2	-	-	C	15.1	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.6	-	-	A	8.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**B**	**11.1**	**-**	**-**	**B**	**14.5**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.90	D	53.3	#271	0.94	E	60.0	#290
		WB APPROACH		-	-	C	27.3	-	-	D	43.7	-	-	D	53.3	-	-	E	60.0	-
	NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.72	A	9.6	349'	0.75	B	10.6	379'
		NB APPROACH		-	-	A	4.8	-	-	A	8.4	-	-	A	9.6	-	-	B	10.6	-
	NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.49	F	690.0	#904	2.85	F	852.9	#979
		SB APPROACH		-	-	D	35.1	-	-	F	495.5	-	-	F	690.0	-	-	F	852.9	-
		OVERALL		**-**	**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**321.4**	**-**	**-**	**F**	**394.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#517	0.88	E	69.7	#559
		WB APPROACH		-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.91	D	47.7	#1023	0.94	D	53.1	#1088
		NB APPROACH		-	-	-	-	-	-	D	41.6	-	-	D	47.7	-	-	D	53.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.83	D	48.4	m209	0.92	D	54.0	m#291
			T	500+	-	-	-	-	0.62	A	1.0	m525	0.64	A	0.7	m571	0.66	A	0.5	m576
		SB APPROACH		-	-	-	-	-	-	B	11.9	-	-	B	13.9	-	-	B	15.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**31.5**	**-**	**-**	**C**	**34.4**	**-**

TABLE NO. 3G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD W/ PARK & RIDE				2030 COMBINED BUILD W/ PARK & RIDE			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	29.9	59'	0.12	C	29.9	59'
			TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.93	D	54.8	#486	0.94	E	56.4	#489
		EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	D	52.2	-	-	D	53.6	-
	NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.73	D	35.2	#248	0.74	D	36.5	#264
			T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.88	D	36.6	337'	0.88	D	37.5	337'
			R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.9	16'	0.27	A	7.0	16'
		WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	30.4	-	-	C	31.3	-
	NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.12	C	26.7	39'	0.13	C	27.2	40'
			TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.35	F	210.0	#672	1.39	F	230.4	#688
		NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	195.2	-	-	F	214.0	-
		SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	25.7	164'	0.75	C	26.2	164'
			TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.40	C	25.2	172'	0.43	C	26.0	183'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	25.4	-	-	C	26.1	-
		OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**71.7**	**-**	**-**	**E**	**77.0**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	**-**	-	-	-	0.15	C	33.4	42'	0.14	C	34.6	42'	0.14	D	35.1	42'
			TR	140	**-**	-	-	-	0.91	D	45.2	401'	0.92	D	50.8	#407	0.92	D	52.2	#413
		EB APPROACH		-	**-**	-	-	-	-	D	43.9	-	-	D	49.1	-	-	D	50.4	-
	NYS ROUTE 94	WB	L	100	**-**	-	-	-	0.88	E	59.2	#222	0.90	E	68.2	#250	0.93	E	76.5	#271
			T	220	**-**	-	-	-	0.88	D	38.6	364'	0.89	D	43.3	364'	0.89	D	44.4	364'
			R	95	**-**	-	-	-	0.31	A	9.1	38'	0.31	B	10.1	38'	0.32	B	10.4	38'
		WB APPROACH		-	**-**	-	-	-	-	D	39.3	-	-	D	45.0	-	-	D	48.6	-
	NYS ROUTE 208	NB	L	40	**-**	-	-	-	0.09	C	21.3	37'	0.10	C	22.3	38'	0.10	C	22.5	0'
			TR	140	**-**	-	-	-	0.90	D	42.9	#502	0.92	D	49.7	#532	0.93	D	52.6	#549
		NB APPROACH		-	**-**	-	-	-	-	D	41.1	-	-	D	47.5	-	-	D	50.2	-
	NYS ROUTE 208	SB	L	65	**-**	-	-	-	0.86	D	48.6	#215	0.93	E	69.1	#223	0.96	E	78.7	#225
			TR	125	**-**	-	-	-	0.32	C	21.7	156'	0.34	C	23.3	172'	0.36	C	23.8	184'
		SB APPROACH		-	**-**	-	-	-	**-**	D	35.7	-	**-**	D	46.2	-	**-**	D	50.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**46.7**	**-**	**-**	**D**	**49.7**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.31	D	31.7	33'	0.34	D	34.7	35'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.8	3'	0.02	A	8.9	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**																		
		CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	1.05	F	111.8	273'	1.13	F	141.1	313'
		NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.88	D	50.0	212'	0.88	D	50.8	217'
			WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	50.0	-	-	D	50.8	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.65	A	9.4	319'	0.68	B	10.3	346'
			NB APPROACH		-	-	-	-	-	-	A	8.0	-	-	A	9.4	-	-	B	10.3	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.37	A	5.8	158'	0.39	A	6.0	165'
			SB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.8	-	-	A	6.0	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**15.2**	**-**	**-**	**B**	**15.8**	**-**
	W/ ROUNDABOUT (5)																				
			WB APPROACH		145	-	-	-	-	-	A	8.2	-	-	A	8.8	-	-	A	9.1	-
			NB APPROACH		225	-	-	-	-	-	A	5.4	-	-	A	5.6	-	-	A	5.7	-
			SB APPROACH		500+	-	-	-	-	-	A	8.4	-	-	A	9.2	-	-	A	9.7	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.8**	**-**	**-**	**A**	**7.3**	**-**	**-**	**A**	**7.5**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**																		
		ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.21	C	18.3	20'	0.23	C	19.5	23'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.08	B	13.5	5'	0.09	B	13.5	8'
		NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.3	5'	0.05	A	8.4	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.02	A	8.5	3'	0.03	A	8.6	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD		**UNSIGNALIZED**																		
			SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.06	B	10.2	5'	0.07	B	10.2	5'
			NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.02	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**																		
		MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.71	E	43.7	123'	1.20	F	170.5	330'
		NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.18	B	11.0	18'	0.28	B	12.2	28'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.15	D	54.4	63'	0.13	D	53.5	63'
				R	500+	-	-	-	-	0.45	E	60.8	34'	0.71	E	63.2	63'	0.86	E	78.5	142'
			WB APPROACH		-	-	-	-	-	-	E	61.9	-	-	E	61.7	-	-	E	75.3	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.65	B	11.5	452'	0.72	B	15.1	642'
				R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.5	6'	0.03	A	1.7	9'
			NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	B	11.1	-	-	B	14.6	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.32	A	9.6	24'	0.52	B	15.7	33'
				T	500+	-	-	-	-	0.48	A	2.6	204'	0.60	A	6.7	262'	0.64	A	8.2	302'
			SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	7.1	-	-	A	9.5	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**B**	**13.8**	**-**	**-**	**B**	**18.8**	**-**
	W/ ROUNDABOUT (5)																				
			WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	B	10.0	-	-	B	13.4	-
			NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	7.1	-	-	A	8.0	-
			SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	6.6	-	-	A	7.2	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**7.1**	**-**	**-**	**A**	**8.2**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**																		
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.58	C	28.1	106'	0.60	C	29.0	111'
			WB APPROACH		-	-	C	28.2	-	-	C	27.7	-	-	C	28.1	-	-	C	29.0	-
		NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.54	A	5.1	236'	0.56	A	5.4	250'
			NB APPROACH		-	-	A	3.1	-	-	A	4.5	-	-	A	5.1	-	-	A	5.4	-
		NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.51	F	247.5	#847	1.66	F	313.8	#902
			SB APPROACH		-	-	B	16.2	-	-	F	139.9	-	-	F	247.5	-	-	F	313.8	-
			OVERALL		**-**	**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**F**	**121.1**	**-**	**-**	**F**	**153.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	239'	0.82	E	74.0	257'
			WB APPROACH		-	-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.0	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.72	C	32.4	660'	0.74	C	33.7	701'
			NB APPROACH		-	-	-	-	-	-	C	30.4	-	-	C	32.4	-	-	C	33.7	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.65	C	30.1	191'	0.71	C	32.6	m228
				T	500+	-	-	-	-	0.41	A	0.6	100'	0.44	A	0.5	146'	0.45	A	0.5	165'
			SB APPROACH		-	-	-	-	-	-	A	9.8	-	-	B	11.7	-	-	B	12.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**23.1**	**-**	**-**	**C**	**24.1**	**-**

TABLE NO. 4G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.05	C	25.9	35'	0.05	C	25.8	35'
			TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.91	D	48.4	#376	0.91	D	49.3	#378
		EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	D	46.9	-	-	D	47.8	-
	NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.73	D	39.4	#351	0.74	D	40.2	#364
			T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.82	D	36.1	278'	0.82	D	36.5	278'
			R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.6	17'	0.36	A	8.7	17'
		WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.3	-	-	C	31.9	-
	NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.11	C	26.0	41'	0.12	C	26.4	42'
			TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.17	F	136.5	#590	1.22	F	156.0	#612
		NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	126.0	-	-	F	143.4	-
		SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.74	C	25.3	155'	0.74	C	25.6	155'
			TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.31	C	24.2	143'	0.33	C	24.8	151'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	24.8	-	-	C	25.2	-
		OVERALL		-	-	**C**	**32.7**	-	-	**D**	**43.2**	-	-	**D**	**54.8**	-	-	**E**	**59.7**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.06	C	26.9	26'	0.06	C	28.8	26'	0.06	C	29.8	26'
			TR	140	-	-	-	-	0.90	D	44.9	#401	0.91	D	51.2	#407	0.92	D	54.9	#408
		EB APPROACH		-	-	-	-	-	-	D	43.7	-	-	D	49.7	-	-	D	53.3	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	D	43.0	206'	0.89	D	49.9	#230	0.90	D	53.9	#253
			T	220	-	-	-	-	0.81	C	34.7	292'	0.83	D	37.7	25'	0.84	D	39.4	292'
			R	95	-	-	-	-	0.37	A	8.6	25'	0.38	A	9.6	292'	0.38	B	10.3	25'
		WB APPROACH		-	-	-	-	-	-	C	32.0	-	-	D	36.2	-	-	D	38.8	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.8		0.10	C	22.7	41'	0.10	C	23.1	42'
			TR	140	-	-	-	-	0.89	D	39.2	#452	0.90	D	45.9	#492	0.91	D	50.1	#514
		NB APPROACH		-	-	-	-	-	-	D	37.6	-	-	D	43.7	-	-	D	47.5	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.67	C	23.2	148'	0.70	C	26.4	148'	0.73	C	28.7	#152
			TR	125	-	-	-	-	0.25	C	20.1	129'	0.26	C	21.3	142'	0.28	C	22.1	151'
		SB APPROACH		-	-	-	-	-	-	C	21.9	-	-	C	24.1	-	-	C	25.6	-
		OVERALL		-	-	-	-	-	-	**C**	**33.7**	-	-	**D**	**38.3**	-	-	**D**	**41.1**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.21	C	18.0	20'	0.22	C	18.9	20'
	NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)		**UNSIGNALIZED**																		
		CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	1.01	F	100.3	258'	1.08	F	122.9	290'
		NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.0	0'	0.00	A	9.1	0'
	WITH SIGNALIZATION																				
		CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	49.7	211'	0.88	D	50.4	216'
			WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	49.7	-	-	D	50.4	-
		NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.55	A	7.7	319'	0.58	A	8.2	344'
			NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	7.7	-	-	A	8.2	-
		NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.40	A	6.0	233'	0.41	A	6.2	244'
			SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	6.0	-	-	A	6.2	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**14.4**	**-**	**-**	**B**	**14.8**	**-**
	W/ ROUNDABOUT (5)																				
			WB APPROACH		145	-	-	-	-	-	A	7.5	-	-	A	7.9	-	-	A	8.2	-
			NB APPROACH		225	-	-	-	-	-	A	4.9	-	-	A	5.1	-	-	A	5.2	-
			SB APPROACH		500+	-	-	-	-	-	A	9.4	-	-	B	10.1	-	-	B	10.5	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**7.4**	**-**	**-**	**A**	**7.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD		**UNSIGNALIZED**																		
		ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.26	C	16.0	25'	0.27	C	16.7	28'
		ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.08	B	14.2	8'	0.09	B	14.1	8'
		NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.4	5'	0.06	A	8.4	5'
		NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.02	A	8.1	0'	0.02	A	8.1	3'
3	CLOVE ROAD (C.R. 27) &		**UNSIGNALIZED**																		
	ROUND HILL ROAD		SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.07	B	10.6	5'	0.08	B	10.7	8'
			NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	3'	0.03	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**																		
		MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	2.23	F	619.4	705'	5.09	F	>1000	1095'
		NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.29	B	12.2	30'	0.39	B	13.7	45'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
		MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.58	E	58.9	193'	0.53	E	57.5	193'
				R	500+	-	-	-	-	0.48	E	55.2	46'	0.67	E	57.7	61'	0.76	E	62.3	106'
			WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	58.2	-	-	E	60.6	-
		NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.54	B	10.8	465'	0.60	B	13.6	549'
				R	50	-	-	-	-	0.17	A	1.9	17'	0.18	A	2.3	26'	0.18	A	2.6	30'
			NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	8.7	-	-	B	11.1	-
		NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.47	A	8.8	60'	0.63	B	13.9	75'
				T	500+	-	-	-	-	0.49	A	4.3	320'	0.57	A	6.7	380'	0.61	A	8.1	431'
			SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	7.1	-	-	A	9.3	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**15.1**	**-**	**-**	**B**	**18.0**	**-**
	W/ ROUNDABOUT (5)																				
			WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	8.1	-	-	A	9.6	-
			NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	8.0	-	-	A	9.1	-
			SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.9	-	-	A	8.6	-
			OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**8.0**	**-**	**-**	**A**	**9.0**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP		**SIGNALIZED**																		
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.65	C	29.9	129'	0.67	C	30.8	135'
			WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.9	-	-	C	30.8	-
		NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.56	A	5.7	243'	0.58	A	6.0	257'
			NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.7	-	-	A	6.0	-
		NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.84	F	397.2	#993	2.00	F	466.3	#819
			SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	397.2	-	-	F	466.3	-
			OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**201.7**	**-**	**-**	**F**	**236.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
		NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	275'	0.84	E	72.1	#304
			WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-	-	E	72.1	-
		NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.73	C	32.9	684'	0.75	C	34.0	719'
			NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	32.9	-	-	C	34.0	-
		NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.77	C	32.9	m230	0.82	C	34.8	m255
				T	500+	-	-	-	-	0.46	A	0.5	242'	0.48	A	0.3	m246	0.50	A	0.2	m245
			SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.9	-	-	B	13.8	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**24.1**	**-**	**-**	**C**	**24.8**	**-**

TABLE NO. 5G - S

COMMUNITY SCENARIO 2

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.7	44'	0.08	C	26.7	44'
			TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.4	#427	0.92	D	48.6	#428
		EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.6	-	-	D	46.8	-
	NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.83	D	49.8	#388	0.85	D	52.2	#399
			T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.7	#351	0.85	D	41.8	#350
			R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'	0.64	A	10.0	21'
		WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.8	-	-	C	34.7	-
	NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.12	C	26.3	38'	0.13	C	26.4	38'
			TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.99	F	80.4	#477	1.02	F	88.5	#494
		NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	74.8	-	-	F	82.2	-
		SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.71	C	25.4	138'	0.71	C	25.4	138'
			TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.42	C	25.6	185'	0.44	C	25.8	193'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.5	-	-	C	25.7	-
		OVERALL		**-**	**-**	**C**	**28.5**	**-**	**-**	**D**	**35.4**	**-**	**-**	**D**	**42.2**	**-**	**-**	**D**	**44.1**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.08	C	27.8	34'	0.08	C	28.2	34'
			TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	49.4	#472	0.93	D	51.9	#471
		EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	47.6	-	-	D	49.9	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.90	E	55.5	#325	0.90	E	58.8	#337
			T	220	-	-	-	-	0.83	D	37.7	#383	0.85	D	41.7	#382	0.86	D	43.8	#380
			R	95	-	-	-	-	0.63	A	8.9	27'	0.65	B	10.1	27'	0.65	B	10.7	27'
		WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	D	35.6	-	-	D	37.8	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.9	37'	0.12	C	25.3	38'
			TR	140	-	-	-	-	0.88	D	45.7	#431	0.90	D	52.9	#466	0.92	E	57.2	#481
		NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	50.1	-	-	D	54.0	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.65	C	24.1	132'	0.66	C	24.8	132'
			TR	125	-	-	-	-	0.38	C	22.9	171'	0.40	C	24.2	183'	0.41	C	24.8	190'
		SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	24.1	-	-	C	24.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.5**	**-**	**-**	**D**	**38.5**	**-**	**-**	**D**	**40.8**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.26	C	21.7	25'	0.27	C	22.9	28'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.2	0'	0.01	A	9.3	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	323	129	0	603	306	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.953	
Satd. Flow (prot)	1775	1546	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1775	1546	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	376	150	0	701	356	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	150	0	701	357	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	526	701	357
Demand Flow Rate, veh/h	549	729	375
Vehicles Circulating, veh/h	0	374	391
Vehicles Exiting, veh/h	1103	392	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.8	20.0	8.9
Approach LOS	A	C	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	391	157	729	375
Cap Entry Lane, veh/h	1379	1379	942	925
Entry HV Adj Factor	0.962	0.952	0.962	0.952
Flow Entry, veh/h	376	150	701	357
Cap Entry, veh/h	1326	1314	905	881
V/C Ratio	0.283	0.114	0.774	0.405
Control Delay, s/veh	5.2	3.7	20.0	8.9
LOS	A	A	C	A
95th %tile Queue, veh	1	0	8	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	150	435	113	170	1091
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.938		0.969			
Flt Protected	0.971					0.993
Satd. Flow (prot)	3456	0	3411	0	0	3242
Flt Permitted	0.971					0.993
Satd. Flow (perm)	3456	0	3411	0	0	3242
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			569
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	161	468	122	183	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	590	0	0	1356
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	391	590	1356
Demand Flow Rate, veh/h	399	611	1407
Vehicles Circulating, veh/h	487	187	235
Vehicles Exiting, veh/h	311	1455	651
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.6	5.8	12.6
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.529	0.471	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	211	188	287	324	661	746
Cap Entry Lane, veh/h	861	899	1135	1154	1086	1109
Entry HV Adj Factor	0.982	0.978	0.967	0.966	0.964	0.963
Flow Entry, veh/h	207	184	277	313	637	719
Cap Entry, veh/h	846	879	1097	1114	1047	1068
V/C Ratio	0.245	0.209	0.253	0.281	0.609	0.673
Control Delay, s/veh	6.9	6.2	5.7	5.9	11.7	13.4
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	5

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	242	32	433	75	146	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	281	37	503	87	170	913
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	503	87	0	1083
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	318	590	1083
Demand Flow Rate, veh/h	325	612	1123
Vehicles Circulating, veh/h	523	173	287
Vehicles Exiting, veh/h	173	1237	561
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	7.5	10.3
Approach LOS	A	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	325	523	89	528	595
Cap Entry Lane, veh/h	809	1156	1160	1035	1062
Entry HV Adj Factor	0.978	0.962	0.980	0.964	0.965
Flow Entry, veh/h	318	503	87	509	574
Cap Entry, veh/h	791	1112	1137	998	1025
V/C Ratio	0.402	0.452	0.076	0.510	0.560
Control Delay, s/veh	9.6	8.1	3.8	9.8	10.7
LOS	A	A	A	A	B
95th %tile Queue, veh	2	2	0	3	4

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	679	379	1	390	239	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	722	403	1	415	254	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	722	403	0	416	254	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1125	416	254
Demand Flow Rate, veh/h	1162	437	259
Vehicles Circulating, veh/h	1	259	751
Vehicles Exiting, veh/h	695	751	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	8.1	11.6
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	751	411	437	259
Cap Entry Lane, veh/h	1378	1378	1059	641
Entry HV Adj Factor	0.962	0.980	0.952	0.981
Flow Entry, veh/h	722	403	416	254
Cap Entry, veh/h	1325	1351	1009	628
V/C Ratio	0.545	0.298	0.413	0.404
Control Delay, s/veh	8.6	5.3	8.1	11.6
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	233	1185	227	197	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.907		0.976			
Flt Protected	0.981					0.989
Satd. Flow (prot)	3376	0	3432	0	0	3210
Flt Permitted	0.981					0.989
Satd. Flow (perm)	3376	0	3432	0	0	3210
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			503
Travel Time (s)	14.3		6.3			6.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	253	1288	247	214	728
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	1535	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	410	1535	942
Demand Flow Rate, veh/h	418	1592	982
Vehicles Circulating, veh/h	1340	218	160
Vehicles Exiting, veh/h	470	924	1598
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	20.5	15.0	7.6
Approach LOS	C	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.383	0.617	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	258	748	844	462	520
Cap Entry Lane, veh/h	393	442	1103	1125	1164	1180
Entry HV Adj Factor	0.981	0.981	0.965	0.964	0.958	0.960
Flow Entry, veh/h	157	253	722	814	443	499
Cap Entry, veh/h	385	434	1064	1084	1115	1133
V/C Ratio	0.408	0.583	0.678	0.750	0.397	0.441
Control Delay, s/veh	17.7	22.2	13.6	16.3	7.3	7.9
LOS	C	C	B	C	A	A
95th %tile Queue, veh	2	4	6	7	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	931	232	33	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.930			0.850		
Flt Protected	0.976					0.997
Satd. Flow (prot)	1691	0	1845	1599	0	3433
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1691	0	1845	1599	0	3433
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	155	165	990	247	35	661
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	990	247	0	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	320	1237	696
Demand Flow Rate, veh/h	326	1282	730
Vehicles Circulating, veh/h	1030	36	158
Vehicles Exiting, veh/h	36	852	1198
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	25.5	13.3	6.2
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	326	1030	252	343	387
Cap Entry Lane, veh/h	482	1330	1331	1166	1182
Entry HV Adj Factor	0.982	0.962	0.980	0.954	0.953
Flow Entry, veh/h	320	990	247	327	369
Cap Entry, veh/h	473	1278	1304	1112	1127
V/C Ratio	0.676	0.775	0.189	0.294	0.327
Control Delay, s/veh	25.5	15.6	4.4	6.1	6.4
LOS	D	C	A	A	A
95th %tile Queue, veh	5	8	1	1	1

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BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	651	382	0	398	261	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1828	1623	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1828	1623	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	671	394	0	410	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	671	394	0	410	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1065	410	271
Demand Flow Rate, veh/h	1072	414	274
Vehicles Circulating, veh/h	0	272	678
Vehicles Exiting, veh/h	686	680	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.7	7.7	10.7
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	678	394	414	274
Cap Entry Lane, veh/h	1379	1379	1045	690
Entry HV Adj Factor	0.990	1.000	0.990	0.989
Flow Entry, veh/h	671	394	410	271
Cap Entry, veh/h	1366	1379	1035	683
V/C Ratio	0.492	0.286	0.396	0.397
Control Delay, s/veh	7.6	5.1	7.7	10.7
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	231	1077	240	211	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.908		0.973			
Flt Protected	0.981					0.989
Satd. Flow (prot)	3222	0	3513	0	0	3261
Flt Permitted	0.981					0.989
Satd. Flow (perm)	3222	0	3513	0	0	3261
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			579
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	243	1134	253	222	734
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	0	1387	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	397	1387	956
Demand Flow Rate, veh/h	425	1401	982
Vehicles Circulating, veh/h	1145	233	165
Vehicles Exiting, veh/h	489	914	1405
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.0	12.2	7.6
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.388	0.612	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	165	260	658	743	462	520
Cap Entry Lane, veh/h	470	520	1088	1111	1158	1175
Entry HV Adj Factor	0.933	0.935	0.990	0.989	0.973	0.975
Flow Entry, veh/h	154	243	652	735	449	507
Cap Entry, veh/h	438	486	1078	1099	1127	1146
V/C Ratio	0.351	0.500	0.605	0.669	0.399	0.442
Control Delay, s/veh	14.3	17.1	11.3	13.0	7.3	7.8
LOS	B	C	B	B	A	A
95th %tile Queue, veh	2	3	4	5	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	155	866	232	33	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.931			0.850		
Flt Protected	0.976					0.998
Satd. Flow (prot)	1693	0	1900	1599	0	3500
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1693	0	1900	1599	0	3500
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	151	160	893	239	34	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	893	239	0	686
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	311	1132	686
Demand Flow Rate, veh/h	317	1146	707
Vehicles Circulating, veh/h	902	35	154
Vehicles Exiting, veh/h	35	826	1065
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	18.3	10.1	6.0
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	317	902	244	332	375
Cap Entry Lane, veh/h	549	1331	1332	1170	1186
Entry HV Adj Factor	0.981	0.990	0.980	0.972	0.970
Flow Entry, veh/h	311	893	239	323	364
Cap Entry, veh/h	539	1318	1306	1137	1151
V/C Ratio	0.577	0.678	0.183	0.284	0.316
Control Delay, s/veh	18.3	11.7	4.3	5.8	6.1
LOS	C	B	A	A	A
95th %tile Queue, veh	4	6	1	1	1

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BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	443	251	0	427	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1810	1591	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1810	1591	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	521	295	0	502	269	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	521	295	0	502	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	816	502	271
Demand Flow Rate, veh/h	832	507	279
Vehicles Circulating, veh/h	0	277	531
Vehicles Exiting, veh/h	784	533	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	9.2	8.8
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	531	301	507	279
Cap Entry Lane, veh/h	1379	1379	1040	802
Entry HV Adj Factor	0.980	0.980	0.990	0.971
Flow Entry, veh/h	521	295	502	271
Cap Entry, veh/h	1352	1352	1029	779
V/C Ratio	0.385	0.218	0.488	0.348
Control Delay, s/veh	6.2	4.5	9.2	8.8
LOS	A	A	A	A
95th %tile Queue, veh	2	1	3	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	154	842	36	125	853
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.875		0.994			
Flt Protected	0.992					0.994
Satd. Flow (prot)	3032	0	3580	0	0	3366
Flt Permitted	0.992					0.994
Satd. Flow (perm)	3032	0	3580	0	0	3366
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			585
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	166	905	39	134	917
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	944	0	0	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	944	1051
Demand Flow Rate, veh/h	222	956	1051
Vehicles Circulating, veh/h	914	134	34
Vehicles Exiting, veh/h	176	951	1102
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.0	7.1	6.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.153	0.847	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	188	449	507	494	557
Cap Entry Lane, veh/h	581	630	1192	1206	1307	1311
Entry HV Adj Factor	1.000	0.883	0.988	0.987	1.000	1.000
Flow Entry, veh/h	34	166	444	500	494	557
Cap Entry, veh/h	581	557	1178	1190	1307	1311
V/C Ratio	0.059	0.298	0.377	0.420	0.378	0.425
Control Delay, s/veh	6.9	10.7	6.8	7.3	6.3	6.9
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	1	2	2	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	188	25	653	205	29	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	221	29	768	241	34	740
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	0	768	241	0	774
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	250	1009	774
Demand Flow Rate, veh/h	255	1022	782
Vehicles Circulating, veh/h	776	35	225
Vehicles Exiting, veh/h	35	972	806
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.9	8.2	6.8
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.300
Entry Flow, veh/h	255	776	246	368	414
Cap Entry Lane, veh/h	625	1331	1332	1096	1120
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	250	768	241	364	410
Cap Entry, veh/h	612	1318	1306	1083	1109
V/C Ratio	0.408	0.583	0.185	0.336	0.370
Control Delay, s/veh	11.9	9.4	4.3	6.7	7.0
LOS	B	A	A	A	A
95th %tile Queue, veh	2	4	1	1	2

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BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	425	226	3	513	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1846	1607	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1846	1607	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	462	246	3	558	266	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	462	246	0	561	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	708	561	268
Demand Flow Rate, veh/h	710	561	276
Vehicles Circulating, veh/h	3	274	462
Vehicles Exiting, veh/h	832	464	3
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.1	10.1	7.9
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	462	248	561	276
Cap Entry Lane, veh/h	1375	1375	1043	861
Entry HV Adj Factor	1.000	0.990	1.000	0.971
Flow Entry, veh/h	462	246	561	268
Cap Entry, veh/h	1375	1362	1043	836
V/C Ratio	0.336	0.181	0.538	0.321
Control Delay, s/veh	5.6	4.1	10.1	7.9
LOS	A	A	B	A
95th %tile Queue, veh	1	1	3	1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	195	703	223	197	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.911		0.964			
Flt Protected	0.980					0.991
Satd. Flow (prot)	3427	0	3455	0	0	3324
Flt Permitted	0.980					0.991
Satd. Flow (perm)	3427	0	3455	0	0	3324
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			592
Travel Time (s)	14.3		6.3			7.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	203	732	232	205	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	964	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	343	964	1071
Demand Flow Rate, veh/h	346	980	1081
Vehicles Circulating, veh/h	739	215	143
Vehicles Exiting, veh/h	456	1009	942
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	8.0	7.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.413	0.587	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	203	461	519	508	573
Cap Entry Lane, veh/h	683	729	1106	1127	1182	1197
Entry HV Adj Factor	0.979	1.000	0.982	0.984	0.991	0.991
Flow Entry, veh/h	140	203	453	511	503	568
Cap Entry, veh/h	668	729	1087	1110	1171	1186
V/C Ratio	0.209	0.278	0.417	0.460	0.430	0.479
Control Delay, s/veh	7.9	8.2	7.7	8.3	7.5	8.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	162	22	632	171	24	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1900	1599	0	3566
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1900	1599	0	3566
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	176	24	687	186	26	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	687	186	0	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	200	873	824
Demand Flow Rate, veh/h	204	884	833
Vehicles Circulating, veh/h	694	27	180
Vehicles Exiting, veh/h	27	986	718
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	7.3	6.6
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.471	0.529
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	204	694	190	392	441
Cap Entry Lane, veh/h	679	1342	1343	1167	1186
Entry HV Adj Factor	0.980	0.990	0.980	0.988	0.990
Flow Entry, veh/h	200	687	186	387	437
Cap Entry, veh/h	666	1329	1316	1153	1174
V/C Ratio	0.300	0.517	0.141	0.336	0.372
Control Delay, s/veh	9.2	8.2	3.9	6.4	6.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	1	2

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COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	342	134	0	608	316	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.953	
Satd. Flow (prot)	1775	1546	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1775	1546	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	398	156	0	707	367	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	156	0	707	368	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.0
Intersection LOS	B

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	554	707	368
Demand Flow Rate, veh/h	578	735	386
Vehicles Circulating, veh/h	0	385	414
Vehicles Exiting, veh/h	1120	415	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	21.2	9.4
Approach LOS	A	C	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	414	164	735	386
Cap Entry Lane, veh/h	1379	1379	931	904
Entry HV Adj Factor	0.962	0.952	0.962	0.953
Flow Entry, veh/h	398	156	707	368
Cap Entry, veh/h	1326	1314	895	862
V/C Ratio	0.300	0.119	0.789	0.427
Control Delay, s/veh	5.4	3.7	21.2	9.4
LOS	A	A	C	A
95th %tile Queue, veh	1	0	8	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	170	455	113	246	1166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.934		0.970			
Flt Protected	0.973					0.991
Satd. Flow (prot)	3448	0	3414	0	0	3238
Flt Permitted	0.973					0.991
Satd. Flow (perm)	3448	0	3414	0	0	3238
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			1101
Travel Time (s)	14.3		6.3			13.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	183	489	122	265	1254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	611	0	0	1519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	413	611	1519
Demand Flow Rate, veh/h	422	633	1574
Vehicles Circulating, veh/h	509	270	235
Vehicles Exiting, veh/h	394	1539	696
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.5	15.3
Approach LOS	A	A	C

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.471	0.529	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	224	198	298	335	740	834
Cap Entry Lane, veh/h	844	883	1052	1077	1086	1109
Entry HV Adj Factor	0.977	0.980	0.964	0.967	0.965	0.965
Flow Entry, veh/h	219	194	287	324	714	805
Cap Entry, veh/h	825	866	1014	1042	1048	1070
V/C Ratio	0.265	0.224	0.283	0.311	0.681	0.752
Control Delay, s/veh	7.3	6.5	6.4	6.6	13.9	16.5
LOS	A	A	A	A	B	C
95th %tile Queue, veh	1	1	1	1	6	7

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	383	51	438	110	151	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.992
Satd. Flow (prot)	1756	0	1845	1599	0	3454
Flt Permitted	0.958					0.992
Satd. Flow (perm)	1756	0	1845	1599	0	3454
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	445	59	509	128	176	923
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	509	128	0	1099
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	504	637	1099
Demand Flow Rate, veh/h	514	660	1140
Vehicles Circulating, veh/h	529	180	454
Vehicles Exiting, veh/h	180	1414	589
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.5	7.5	14.0
Approach LOS	C	A	B

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	514	529	131	536	604
Cap Entry Lane, veh/h	804	1148	1152	888	924
Entry HV Adj Factor	0.981	0.962	0.980	0.964	0.964
Flow Entry, veh/h	504	509	128	517	583
Cap Entry, veh/h	788	1104	1130	855	891
V/C Ratio	0.639	0.461	0.113	0.604	0.654
Control Delay, s/veh	15.5	8.3	4.2	13.4	14.6
LOS	C	A	A	B	B
95th %tile Queue, veh	5	2	0	4	5

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COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	690	400	1	411	244	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	734	426	1	437	260	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	426	0	438	260	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1160	438	260
Demand Flow Rate, veh/h	1198	460	265
Vehicles Circulating, veh/h	1	265	763
Vehicles Exiting, veh/h	724	763	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	8.5	12.0
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	763	435	460	265
Cap Entry Lane, veh/h	1378	1378	1052	633
Entry HV Adj Factor	0.962	0.980	0.952	0.981
Flow Entry, veh/h	734	426	438	260
Cap Entry, veh/h	1325	1351	1002	621
V/C Ratio	0.554	0.315	0.437	0.419
Control Delay, s/veh	8.8	5.5	8.5	12.0
LOS	A	A	A	B
95th %tile Queue, veh	4	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	318	1270	227	243	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.897		0.977			
Flt Protected	0.985					0.987
Satd. Flow (prot)	3353	0	3435	0	0	3206
Flt Permitted	0.985					0.987
Satd. Flow (perm)	3353	0	3435	0	0	3206
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			576
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	346	1380	247	264	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	1627	0	0	1041
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	503	1627	1041
Demand Flow Rate, veh/h	513	1687	1085
Vehicles Circulating, veh/h	1435	269	160
Vehicles Exiting, veh/h	521	976	1788
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	40.2	19.7	8.3
Approach LOS	E	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.312	0.688	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	353	793	894	510	575
Cap Entry Lane, veh/h	360	409	1052	1078	1164	1180
Entry HV Adj Factor	0.981	0.980	0.964	0.964	0.959	0.960
Flow Entry, veh/h	157	346	765	862	489	552
Cap Entry, veh/h	353	401	1015	1040	1116	1133
V/C Ratio	0.445	0.864	0.753	0.829	0.438	0.487
Control Delay, s/veh	20.3	49.3	17.3	21.8	7.9	8.6
LOS	C	E	C	C	A	A
95th %tile Queue, veh	2	8	7	10	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	952	381	54	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.944			0.850		
Flt Protected	0.972					0.996
Satd. Flow (prot)	1709	0	1845	1599	0	3432
Flt Permitted	0.972					0.996
Satd. Flow (perm)	1709	0	1845	1599	0	3432
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	247	177	1013	405	57	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	1013	405	0	724
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	424	1418	724
Demand Flow Rate, veh/h	433	1467	758
Vehicles Circulating, veh/h	1054	58	252
Vehicles Exiting, veh/h	58	952	1235
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	54.2	14.4	7.1
Approach LOS	F	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	433	1054	413	356	402
Cap Entry Lane, veh/h	470	1300	1302	1069	1093
Entry HV Adj Factor	0.979	0.962	0.980	0.955	0.954
Flow Entry, veh/h	424	1013	405	340	384
Cap Entry, veh/h	461	1250	1276	1021	1043
V/C Ratio	0.921	0.811	0.317	0.333	0.368
Control Delay, s/veh	54.2	17.9	5.7	6.9	7.3
LOS	F	C	A	A	A
95th %tile Queue, veh	11	10	1	1	2

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COMBINED CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	663	404	0	419	267	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1828	1623	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1828	1623	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	684	416	0	432	275	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	684	416	0	432	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1100	432	277
Demand Flow Rate, veh/h	1107	436	280
Vehicles Circulating, veh/h	0	278	691
Vehicles Exiting, veh/h	714	693	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	8.1	11.1
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	691	416	436	280
Cap Entry Lane, veh/h	1379	1379	1039	681
Entry HV Adj Factor	0.990	1.000	0.990	0.989
Flow Entry, veh/h	684	416	432	277
Cap Entry, veh/h	1366	1379	1028	674
V/C Ratio	0.501	0.302	0.420	0.411
Control Delay, s/veh	7.8	5.2	8.1	11.1
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	316	1162	240	257	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.897		0.974			
Flt Protected	0.984					0.987
Satd. Flow (prot)	3193	0	3516	0	0	3252
Flt Permitted	0.984					0.987
Satd. Flow (perm)	3193	0	3516	0	0	3252
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			514
Travel Time (s)	14.3		6.3			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	333	1223	253	271	782
Shared Lane Traffic (%)						
Lane Group Flow (vph)	487	0	1476	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	487	1476	1053
Demand Flow Rate, veh/h	521	1491	1083
Vehicles Circulating, veh/h	1235	285	165
Vehicles Exiting, veh/h	541	963	1591
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	26.3	15.1	8.2
Approach LOS	D	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.317	0.683	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	165	356	701	790	509	574
Cap Entry Lane, veh/h	432	483	1037	1064	1158	1175
Entry HV Adj Factor	0.933	0.935	0.989	0.990	0.973	0.973
Flow Entry, veh/h	154	333	694	782	495	558
Cap Entry, veh/h	404	451	1026	1053	1127	1143
V/C Ratio	0.382	0.738	0.676	0.743	0.439	0.488
Control Delay, s/veh	16.2	30.9	13.9	16.3	7.9	8.6
LOS	C	D	B	C	A	A
95th %tile Queue, veh	2	6	6	7	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	232	166	888	381	54	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.944			0.850		
Flt Protected	0.972					0.996
Satd. Flow (prot)	1709	0	1900	1599	0	3493
Flt Permitted	0.972					0.996
Satd. Flow (perm)	1709	0	1900	1599	0	3493
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	2%	2%	3%
Adj. Flow (vph)	239	171	915	393	56	657
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	915	393	0	713
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	410	1308	713
Demand Flow Rate, veh/h	418	1325	734
Vehicles Circulating, veh/h	924	57	244
Vehicles Exiting, veh/h	57	921	1098
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	30.7	10.7	6.8
Approach LOS	D	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	418	924	401	345	389
Cap Entry Lane, veh/h	537	1301	1303	1077	1101
Entry HV Adj Factor	0.981	0.990	0.980	0.972	0.972
Flow Entry, veh/h	410	915	393	335	378
Cap Entry, veh/h	527	1288	1277	1047	1070
V/C Ratio	0.778	0.710	0.308	0.320	0.353
Control Delay, s/veh	30.7	12.9	5.6	6.7	7.0
LOS	D	B	A	A	A
95th %tile Queue, veh	7	6	1	1	2

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COMBINED CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	456	266	0	442	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1810	1591	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1810	1591	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	536	313	0	520	276	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	536	313	0	520	278	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	849	520	278
Demand Flow Rate, veh/h	866	525	286
Vehicles Circulating, veh/h	0	284	547
Vehicles Exiting, veh/h	809	549	0
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	9.7	9.1
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	547	319	525	286
Cap Entry Lane, veh/h	1379	1379	1032	789
Entry HV Adj Factor	0.980	0.980	0.990	0.972
Flow Entry, veh/h	536	313	520	278
Cap Entry, veh/h	1352	1352	1022	767
V/C Ratio	0.397	0.231	0.509	0.362
Control Delay, s/veh	6.4	4.6	9.7	9.1
LOS	A	A	A	A
95th %tile Queue, veh	2	1	3	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	216	903	36	178	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.869		0.994			
Flt Protected	0.994					0.992
Satd. Flow (prot)	3003	0	3580	0	0	3359
Flt Permitted	0.994					0.992
Satd. Flow (perm)	3003	0	3580	0	0	3359
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			374
Travel Time (s)	14.3		6.3			4.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	232	971	39	191	974
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	0	1010	0	0	1165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	266	1010	1165
Demand Flow Rate, veh/h	296	1023	1165
Vehicles Circulating, veh/h	981	191	34
Vehicles Exiting, veh/h	233	1008	1243
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.4	8.0	7.2
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.115	0.885	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	262	481	542	548	617
Cap Entry Lane, veh/h	546	596	1131	1150	1307	1311
Entry HV Adj Factor	1.000	0.885	0.987	0.988	0.999	1.001
Flow Entry, veh/h	34	232	475	535	548	617
Cap Entry, veh/h	546	528	1116	1136	1306	1312
V/C Ratio	0.062	0.439	0.425	0.471	0.419	0.471
Control Delay, s/veh	7.3	14.3	7.7	8.3	6.8	7.5
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	2	2	3	2	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	38	669	313	45	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.997
Satd. Flow (prot)	1756	0	1900	1599	0	3561
Flt Permitted	0.958					0.997
Satd. Flow (perm)	1756	0	1900	1599	0	3561
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	336	45	787	368	53	747
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	0	787	368	0	800
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	381	1155	800
Demand Flow Rate, veh/h	389	1170	808
Vehicles Circulating, veh/h	795	54	343
Vehicles Exiting, veh/h	54	1097	841
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	19.0	8.6	8.1
Approach LOS	C	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	389	795	375	380	428
Cap Entry Lane, veh/h	613	1305	1307	983	1014
Entry HV Adj Factor	0.979	0.990	0.980	0.989	0.990
Flow Entry, veh/h	381	787	368	376	424
Cap Entry, veh/h	600	1292	1281	972	1004
V/C Ratio	0.635	0.609	0.287	0.387	0.422
Control Delay, s/veh	19.0	10.1	5.4	7.9	8.3
LOS	C	B	A	A	A
95th %tile Queue, veh	4	4	1	2	2

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SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	437	240	3	527	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1846	1607	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1846	1607	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	475	261	3	573	273	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	261	0	576	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	736	576	275
Demand Flow Rate, veh/h	739	576	283
Vehicles Circulating, veh/h	3	281	475
Vehicles Exiting, veh/h	854	477	3
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	10.5	8.2
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	475	264	576	283
Cap Entry Lane, veh/h	1375	1375	1035	849
Entry HV Adj Factor	1.000	0.990	1.000	0.972
Flow Entry, veh/h	475	261	576	275
Cap Entry, veh/h	1375	1362	1035	825
V/C Ratio	0.345	0.192	0.556	0.333
Control Delay, s/veh	5.7	4.2	10.5	8.2
LOS	A	A	B	A
95th %tile Queue, veh	2	1	4	1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	252	759	223	247	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.902		0.966			
Flt Protected	0.983					0.989
Satd. Flow (prot)	3408	0	3464	0	0	3313
Flt Permitted	0.983					0.989
Satd. Flow (perm)	3408	0	3464	0	0	3313
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			574
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	263	791	232	257	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	1023	0	0	1175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	403	1023	1175
Demand Flow Rate, veh/h	406	1040	1188
Vehicles Circulating, veh/h	799	270	143
Vehicles Exiting, veh/h	511	1061	1062
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	9.1	8.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.352	0.648	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	263	489	551	558	630
Cap Entry Lane, veh/h	646	694	1052	1077	1182	1197
Entry HV Adj Factor	0.979	1.000	0.983	0.984	0.990	0.988
Flow Entry, veh/h	140	263	481	542	552	623
Cap Entry, veh/h	632	694	1034	1060	1170	1183
V/C Ratio	0.221	0.379	0.465	0.512	0.472	0.526
Control Delay, s/veh	8.4	10.2	8.8	9.5	8.2	9.0
LOS	A	B	A	A	A	A
95th %tile Queue, veh	1	2	3	3	3	3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	256	34	646	270	39	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984		0.960			
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1819	0	0	3565
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1819	0	0	3565
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	278	37	702	293	42	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	995	0	0	846
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	315	995	846
Demand Flow Rate, veh/h	322	1008	855
Vehicles Circulating, veh/h	709	43	284
Vehicles Exiting, veh/h	43	1096	747
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.9	7.4	7.9
Approach LOS	B	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	322	709	299	402	453
Cap Entry Lane, veh/h	669	1320	1321	1038	1065
Entry HV Adj Factor	0.978	0.990	0.980	0.989	0.990
Flow Entry, veh/h	315	702	293	398	448
Cap Entry, veh/h	654	1307	1295	1027	1054
V/C Ratio	0.481	0.537	0.226	0.387	0.426
Control Delay, s/veh	12.9	8.6	4.7	7.6	8.1
LOS	B	A	A	A	A
95th %tile Queue, veh	3	3	1	2	2

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APPENDIX K

MAINLINE ANALYSIS

K.1

COMMUNITY SCENARIO 1 RATES

TABLE NO. 1K

COMMUNITY SCENARIO 1

MAINLINE ANALYSIS

WEEKDAY PEAK AM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.8	0.53	D	43.6	0.53	D	43.4	0.53	D	43.2
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.2	0.53	D	43.0	0.53	D	42.8	0.53	D	42.7
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	42.2	0.53	D	40.4	0.53	D	40.0	0.53	E	39.8
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.5	0.61	E	39.9	0.62	E	39.6	0.63	E	39.4

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 2K

COMMUNITY SCENARIO 1

MAINLINE ANALYSIS

WEEKDAY PEAK PM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.2	0.53	D	42.7	0.53	D	42.5	0.53	D	42.4
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.6	0.53	D	43.2	0.53	D	43.0	0.53	D	42.8
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	E	41.0	0.64	E	38.8	0.66	E	38.4	0.67	E	38.0
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.4	0.53	E	39.0	0.53	E	38.5	0.53	E	38.1

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 3K

COMMUNITY SCENARIO 1

MAINLINE ANALYSIS

SEPTEMBER FRIDAY PEAK PM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.7	0.53	D	43.3	0.53	D	43.3	0.53	D	43.3
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	C	45.1	0.53	D	43.8	0.53	D	43.8	0.53	D	43.8
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	41.4	0.60	E	39.3	0.60	E	39.3	0.60	E	39.3
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.9	0.53	E	39.6	0.53	E	39.6	0.53	E	39.6

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 4K

COMMUNITY SCENARIO 1

MAINLINE ANALYSIS

SEPTEMBER SATURDAY PEAK HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.7	0.53	D	44.0	0.53	D	44.0	0.53	D	44.0
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.8	0.53	D	44.0	0.53	D	44.0	0.53	D	44.0
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	41.9	0.53	D	40.7	0.53	D	40.7	0.53	D	40.7
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.9	0.53	D	40.8	0.53	D	40.8	0.53	D	40.8

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 5K

COMMUNITY SCENARIO 1

MAINLINE ANALYSIS

SEPTEMBER SUNDAY PEAK HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	C	45.1	0.53	D	44.0	0.53	D	43.9	0.53	D	43.7
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	45.0	0.53	D	43.9	0.53	D	43.7	0.53	D	43.5
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	42.9	0.53	D	41.1	0.53	D	40.7	0.53	D	40.4
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	42.7	0.53	D	40.9	0.53	D	40.6	0.53	D	40.3

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

CLOVEWOOD

EXISTING CONDITIONS

WEEKDAY PEAK AM HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	209	veh/h
Opposing direction volume, Vo	513	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.2		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.943		0.966	
Grade adj. factor,(note-1) fg	0.78		0.97	
Directional flow rate,(note-2) vi	330	pc/h	637	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	44.8	mi/h
Percent Free Flow Speed, PFFS	84.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.966	0.990
Grade adjustment factor,(note-1) fg	0.82	0.97
Directional flow rate,(note-2) vi	307 pc/h	621 pc/h
Base percent time-spent-following,(note-4) BPTSFd	38.4 %	
Adjustment for no-passing zones, fnp	21.2	
Percent time-spent-following, PTSFd	45.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	213	veh-mi
Peak-hour vehicle-miles of travel, VMT60	732	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.8	mi/h
Percent time-spent-following, PTSFd (from above)	45.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	243.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.96
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	513	veh/h
Opposing direction volume, Vo	209	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		2.2	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.966		0.943	
Grade adj. factor,(note-1) fg	0.97		0.78	
Directional flow rate,(note-2) vi	637	pc/h	330	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	44.2	mi/h
Percent Free Flow Speed, PFFS	83.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.990	0.966
Grade adjustment factor,(note-1) fg	0.97	0.82
Directional flow rate,(note-2) vi	621 pc/h	307 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.6 %	
Adjustment for no-passing zones, fnp	21.2	
Percent time-spent-following, PTSFd	68.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	522	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1796	veh-mi
Peak 15-min total travel time, TT15	11.8	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.2	mi/h
Percent time-spent-following, PTSFd (from above)	68.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	596.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.41
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	304	veh/h
Opposing direction volume, Vo	764	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.985	
Grade adj. factor,(note-1) fg	0.87		1.00	
Directional flow rate,(note-2) vi	427	pc/h	902	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	42.2	mi/h
Percent Free Flow Speed, PFFS	79.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.88	1.00
Directional flow rate,(note-2) vi	414 pc/h	888 pc/h
Base percent time-spent-following,(note-4) BPTSFd	50.5 %	
Adjustment for no-passing zones, fnp	15.4	
Percent time-spent-following, PTSFd	55.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	106	veh-mi
Peak-hour vehicle-miles of travel, VMT60	365	veh-mi
Peak 15-min total travel time, TT15	2.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.2	mi/h
Percent time-spent-following, PTSFd (from above)	55.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	353.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.15
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	764	veh/h
Opposing direction volume, Vo	304	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.952	
Grade adj. factor,(note-1) fg	1.00		0.87	
Directional flow rate,(note-2) vi	902	pc/h	427	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	41.5	mi/h
Percent Free Flow Speed, PFFS	78.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	1.00	0.88
Directional flow rate,(note-2) vi	888 pc/h	414 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.2 %	
Adjustment for no-passing zones, fnp	15.4	
Percent time-spent-following, PTSFd	79.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	267	veh-mi
Peak-hour vehicle-miles of travel, VMT60	917	veh-mi
Peak 15-min total travel time, TT15	6.4	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.5	mi/h
Percent time-spent-following, PTSFd (from above)	79.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	888.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.61
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

EXISTING CONDITIONS

WEEKDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	541	veh/h
Opposing direction volume, Vo	268	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		2.1	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.973		0.958	
Grade adj. factor,(note-1) fg	0.97		0.82	
Directional flow rate,(note-2) vi	610	pc/h	363	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.2	mi/h
Percent Free Flow Speed, PFFS	83.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.973
Grade adjustment factor,(note-1) fg	0.97	0.84
Directional flow rate,(note-2) vi	598 pc/h	349 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.8 %	
Adjustment for no-passing zones, fnp	22.8	
Percent time-spent-following, PTSFd	69.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	504	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1894	veh-mi
Peak 15-min total travel time, TT15	11.4	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.2	mi/h
Percent time-spent-following, PTSFd (from above)	69.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	575.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.10
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	268	veh/h
Opposing direction volume, Vo	541	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.1		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.948		0.966	
Grade adj. factor,(note-1) fg	0.82		0.97	
Directional flow rate,(note-2) vi	367	pc/h	614	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	44.6	mi/h
Percent Free Flow Speed, PFFS	84.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.966	0.990
Grade adjustment factor,(note-1) fg	0.84	0.97
Directional flow rate,(note-2) vi	351 pc/h	599 pc/h
Base percent time-spent-following,(note-4) BPTSFd	41.8 %	
Adjustment for no-passing zones, fnp	22.8	
Percent time-spent-following, PTSFd	50.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	249	veh-mi
Peak-hour vehicle-miles of travel, VMT60	938	veh-mi
Peak 15-min total travel time, TT15	5.6	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.6	mi/h
Percent time-spent-following, PTSFd (from above)	50.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	285.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.04
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	840	veh/h
Opposing direction volume, Vo	450	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.3	1.8
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.988	0.969
Grade adj. factor,(note-1) fg	1.00	0.94
Directional flow rate,(note-2) vi	904 pc/h	526 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	41.0	mi/h
Percent Free Flow Speed, PFFS	77.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.984
Grade adjustment factor,(note-1) fg	1.00	0.95
Directional flow rate,(note-2) vi	894 pc/h	512 pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.2 %	
Adjustment for no-passing zones, fnp	16.6	
Percent time-spent-following, PTSFd	80.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	782	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2940	veh-mi
Peak 15-min total travel time, TT15	19.1	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.0	mi/h
Percent time-spent-following, PTSFd (from above)	80.8	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	893.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.33
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	450	veh/h
Opposing direction volume, Vo	840	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.3
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.962	0.985
Grade adj. factor,(note-1) fg	0.94	1.00
Directional flow rate,(note-2) vi	529 pc/h	907 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	41.4	mi/h
Percent Free Flow Speed, PFFS	78.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.95	1.00
Directional flow rate,(note-2) vi	514 pc/h	894 pc/h
Base percent time-spent-following,(note-4) BPTSFd	56.9 %	
Adjustment for no-passing zones, fnp	16.6	
Percent time-spent-following, PTSFd	63.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	419	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1575	veh-mi
Peak 15-min total travel time, TT15	10.1	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.4	mi/h
Percent time-spent-following, PTSFd (from above)	63.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	478.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.30
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

EXISTING CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	517	veh/h
Opposing direction volume, Vo	274	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		2.1	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.989	
Grade adj. factor,(note-1) fg	0.96		0.82	
Directional flow rate,(note-2) vi	560	pc/h	348	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	44.7	mi/h
Percent Free Flow Speed, PFFS	84.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.993
Grade adjustment factor,(note-1) fg	0.96	0.84
Directional flow rate,(note-2) vi	556 pc/h	339 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.8 %	
Adjustment for no-passing zones, fnp	24.3	
Percent time-spent-following, PTSFd	67.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	466	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1810	veh-mi
Peak 15-min total travel time, TT15	10.4	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.7	mi/h
Percent time-spent-following, PTSFd (from above)	67.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	533.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.31
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	274	veh/h
Opposing direction volume, Vo	517	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.1		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.989		0.992	
Grade adj. factor,(note-1) fg	0.82		0.96	
Directional flow rate,(note-2) vi	348	pc/h	560	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	45.1	mi/h
Percent Free Flow Speed, PFFS	85.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.993	0.998
Grade adjustment factor,(note-1) fg	0.84	0.96
Directional flow rate,(note-2) vi	339 pc/h	556 pc/h
Base percent time-spent-following,(note-4) BPTSFd	41.0 %	
Adjustment for no-passing zones, fnp	24.3	
Percent time-spent-following, PTSFd	50.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	247	veh-mi
Peak-hour vehicle-miles of travel, VMT60	959	veh-mi
Peak 15-min total travel time, TT15	5.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	50.2	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	282.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.99
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	817	veh/h
Opposing direction volume, Vo	478	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.992	
Grade adj. factor,(note-1) fg	0.99		0.95	
Directional flow rate,(note-2) vi	854	pc/h	523	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	41.4	mi/h
Percent Free Flow Speed, PFFS	78.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.996
Grade adjustment factor,(note-1) fg	1.00	0.96
Directional flow rate,(note-2) vi	842 pc/h	515 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.2 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	79.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	737	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2860	veh-mi
Peak 15-min total travel time, TT15	17.8	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.4	mi/h
Percent time-spent-following, PTSFd (from above)	79.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	842.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.54
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	478	veh/h
Opposing direction volume, Vo	817	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.996	
Grade adj. factor,(note-1) fg	0.95		0.99	
Directional flow rate,(note-2) vi	523	pc/h	854	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	41.9	mi/h
Percent Free Flow Speed, PFFS	79.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	1.000
Grade adjustment factor,(note-1) fg	0.96	1.00
Directional flow rate,(note-2) vi	515 pc/h	842 pc/h
Base percent time-spent-following,(note-4) BPTSFd	56.4 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	63.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	431	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1673	veh-mi
Peak 15-min total travel time, TT15	10.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.9	mi/h
Percent time-spent-following, PTSFd (from above)	63.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	492.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.27
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

EXISTING CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	361	veh/h
Opposing direction volume, Vo	337	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.982		0.980	
Grade adj. factor,(note-1) fg	0.91		0.90	
Directional flow rate,(note-2) vi	475	pc/h	450	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	44.7	mi/h
Percent Free Flow Speed, PFFS	84.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.988
Grade adjustment factor,(note-1) fg	0.91	0.90
Directional flow rate,(note-2) vi	470 pc/h	446 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.3 %	
Adjustment for no-passing zones, fnp	30.3	
Percent time-spent-following, PTSFd	64.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	372	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1264	veh-mi
Peak 15-min total travel time, TT15	8.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.7	mi/h
Percent time-spent-following, PTSFd (from above)	64.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	424.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.43
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	337	veh/h
Opposing direction volume, Vo	361	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.980		0.982	
Grade adj. factor,(note-1) fg	0.90		0.91	
Directional flow rate,(note-2) vi	450	pc/h	475	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	44.8	mi/h
Percent Free Flow Speed, PFFS	84.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.988	0.992
Grade adjustment factor,(note-1) fg	0.90	0.91
Directional flow rate,(note-2) vi	446 pc/h	470 pc/h
Base percent time-spent-following,(note-4) BPTSFd	47.6 %	
Adjustment for no-passing zones, fnp	30.3	
Percent time-spent-following, PTSFd	62.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	347	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1180	veh-mi
Peak 15-min total travel time, TT15	7.8	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.8	mi/h
Percent time-spent-following, PTSFd (from above)	62.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	396.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.39
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	564	veh/h
Opposing direction volume, Vo	537	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.986	
Grade adj. factor,(note-1) fg	0.98		0.97	
Directional flow rate,(note-2) vi	685	pc/h	661	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	41.9	mi/h
Percent Free Flow Speed, PFFS	79.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	0.98
Directional flow rate,(note-2) vi	677 pc/h	645 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.9 %	
Adjustment for no-passing zones, fnp	21.6	
Percent time-spent-following, PTSFd	74.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	581	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1974	veh-mi
Peak 15-min total travel time, TT15	13.9	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.9	mi/h
Percent time-spent-following, PTSFd (from above)	74.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	663.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.65
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	537	veh/h
Opposing direction volume, Vo	564	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.6
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.986	0.988
Grade adj. factor,(note-1) fg	0.97	0.98
Directional flow rate,(note-2) vi	661 pc/h	685 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	41.9	mi/h
Percent Free Flow Speed, PFFS	79.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	0.98
Directional flow rate,(note-2) vi	645 pc/h	677 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.9 %	
Adjustment for no-passing zones, fnp	21.6	
Percent time-spent-following, PTSFd	72.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	553	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1880	veh-mi
Peak 15-min total travel time, TT15	13.2	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.9	mi/h
Percent time-spent-following, PTSFd (from above)	72.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	631.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.63
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

EXISTING CONDITIONS

SUNDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	320	veh/h
Opposing direction volume, Vo	392	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.1		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.989		0.991	
Grade adj. factor,(note-1) fg	0.86		0.91	
Directional flow rate,(note-2) vi	409	pc/h	472	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	45.1	mi/h
Percent Free Flow Speed, PFFS	85.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.996
Grade adjustment factor,(note-1) fg	0.87	0.92
Directional flow rate,(note-2) vi	402 pc/h	465 pc/h
Base percent time-spent-following,(note-4) BPTSFd	44.8 %	
Adjustment for no-passing zones, fnp	29.7	
Percent time-spent-following, PTSFd	58.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	304	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1120	veh-mi
Peak 15-min total travel time, TT15	6.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	58.6	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	347.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.10
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	392	veh/h
Opposing direction volume, Vo	320	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		2.1	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.989	
Grade adj. factor,(note-1) fg	0.91		0.86	
Directional flow rate,(note-2) vi	472	pc/h	409	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	45.0	mi/h
Percent Free Flow Speed, PFFS	84.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.994
Grade adjustment factor,(note-1) fg	0.92	0.87
Directional flow rate,(note-2) vi	465 pc/h	402 pc/h
Base percent time-spent-following,(note-4) BPTSFd	46.9 %	
Adjustment for no-passing zones, fnp	29.7	
Percent time-spent-following, PTSFd	62.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	373	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1372	veh-mi
Peak 15-min total travel time, TT15	8.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	45.0	mi/h
Percent time-spent-following, PTSFd (from above)	62.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	426.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.20
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	487	veh/h
Opposing direction volume, Vo	579	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.993	
Grade adj. factor,(note-1) fg	0.96		0.97	
Directional flow rate,(note-2) vi	556	pc/h	653	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	42.9	mi/h
Percent Free Flow Speed, PFFS	81.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	1.000
Grade adjustment factor,(note-1) fg	0.96	0.98
Directional flow rate,(note-2) vi	553 pc/h	642 pc/h
Base percent time-spent-following,(note-4) BPTSFd	56.5 %	
Adjustment for no-passing zones, fnp	23.6	
Percent time-spent-following, PTSFd	67.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	463	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1705	veh-mi
Peak 15-min total travel time, TT15	10.8	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.9	mi/h
Percent time-spent-following, PTSFd (from above)	67.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	529.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.31
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 EXISTING TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	579	veh/h
Opposing direction volume, Vo	487	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.992	
Grade adj. factor,(note-1) fg	0.97		0.96	
Directional flow rate,(note-2) vi	653	pc/h	556	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	42.7	mi/h
Percent Free Flow Speed, PFFS	80.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.998
Grade adjustment factor,(note-1) fg	0.98	0.96
Directional flow rate,(note-2) vi	642 pc/h	553 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.3 %	
Adjustment for no-passing zones, fnp	23.6	
Percent time-spent-following, PTSFd	72.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	551	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2027	veh-mi
Peak 15-min total travel time, TT15	12.9	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.7	mi/h
Percent time-spent-following, PTSFd (from above)	72.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	629.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.40
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

NO-BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	291	veh/h
Opposing direction volume, Vo	593	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.1		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.948		0.971	
Grade adj. factor,(note-1) fg	0.86		0.98	
Directional flow rate,(note-2) vi	415	pc/h	725	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.6	mi/h
Percent Free Flow Speed, PFFS	82.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.87	0.99
Directional flow rate,(note-2) vi	401 pc/h	696 pc/h
Base percent time-spent-following,(note-4) BPTSFd	47.5 %	
Adjustment for no-passing zones, fnp	20.4	
Percent time-spent-following, PTSFd	55.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	296	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1019	veh-mi
Peak 15-min total travel time, TT15	6.8	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.6	mi/h
Percent time-spent-following, PTSFd (from above)	55.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	338.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.12
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	593	veh/h
Opposing direction volume, Vo	291	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.1	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.948	
Grade adj. factor,(note-1) fg	0.98		0.86	
Directional flow rate,(note-2) vi	725	pc/h	415	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	43.0	mi/h
Percent Free Flow Speed, PFFS	81.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	0.99	0.87
Directional flow rate,(note-2) vi	696 pc/h	401 pc/h
Base percent time-spent-following,(note-4) BPTSFd	60.3 %	
Adjustment for no-passing zones, fnp	20.4	
Percent time-spent-following, PTSFd	73.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	603	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2076	veh-mi
Peak 15-min total travel time, TT15	14.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.0	mi/h
Percent time-spent-following, PTSFd (from above)	73.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	689.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.49
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	409	veh/h
Opposing direction volume, Vo	883	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.962		0.985	
Grade adj. factor,(note-1) fg	0.94		1.00	
Directional flow rate,(note-2) vi	526	pc/h	1042	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.4	mi/h
Percent Free Flow Speed, PFFS	76.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.95	1.00
Directional flow rate,(note-2) vi	511 pc/h	1027 pc/h
Base percent time-spent-following,(note-4) BPTSFd	58.3 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	63.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	143	veh-mi
Peak-hour vehicle-miles of travel, VMT60	491	veh-mi
Peak 15-min total travel time, TT15	3.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.4	mi/h
Percent time-spent-following, PTSFd (from above)	63.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	475.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.30
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	883	veh/h
Opposing direction volume, Vo	409	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.962	
Grade adj. factor,(note-1) fg	1.00		0.94	
Directional flow rate,(note-2) vi	1042	pc/h	526	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.9	mi/h
Percent Free Flow Speed, PFFS	75.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.980
Grade adjustment factor,(note-1) fg	1.00	0.95
Directional flow rate,(note-2) vi	1027 pc/h	511 pc/h
Base percent time-spent-following,(note-4) BPTSFd	74.8 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	84.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.61	
Peak 15-min vehicle-miles of travel, VMT15	308	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1060	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.9	mi/h
Percent time-spent-following, PTSFd (from above)	84.3	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1026.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.69
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

NO-BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	659	veh/h
Opposing direction volume, Vo	358	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.962	
Grade adj. factor,(note-1) fg	0.98		0.89	
Directional flow rate,(note-2) vi	732	pc/h	445	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.7	mi/h
Percent Free Flow Speed, PFFS	80.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.977
Grade adjustment factor,(note-1) fg	0.99	0.89
Directional flow rate,(note-2) vi	708 pc/h	438 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.7 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	74.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	613	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2307	veh-mi
Peak 15-min total travel time, TT15	14.3	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	701.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.20
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	358	veh/h
Opposing direction volume, Vo	659	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.89		0.98	
Directional flow rate,(note-2) vi	449	pc/h	737	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.2	mi/h
Percent Free Flow Speed, PFFS	81.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.89	0.99
Directional flow rate,(note-2) vi	441 pc/h	708 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.8 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	57.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	333	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1253	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.2	mi/h
Percent time-spent-following, PTSFd (from above)	57.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	380.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.19
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1005	veh/h
Opposing direction volume, Vo	586	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.973	
Grade adj. factor,(note-1) fg	1.00		0.97	
Directional flow rate,(note-2) vi	1082	pc/h	661	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	38.8	mi/h
Percent Free Flow Speed, PFFS	73.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.97
Directional flow rate,(note-2) vi	1069 pc/h	643 pc/h
Base percent time-spent-following,(note-4) BPTSFd	77.0 %	
Adjustment for no-passing zones, fnp	14.8	
Percent time-spent-following, PTSFd	86.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.64	
Peak 15-min vehicle-miles of travel, VMT15	936	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3518	veh-mi
Peak 15-min total travel time, TT15	24.1	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.8	mi/h
Percent time-spent-following, PTSFd (from above)	86.2	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1069.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.42
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	586	veh/h
Opposing direction volume, Vo	1005	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.966		0.985	
Grade adj. factor,(note-1) fg	0.97		1.00	
Directional flow rate,(note-2) vi	665	pc/h	1085	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.0	mi/h
Percent Free Flow Speed, PFFS	73.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.97	1.00
Directional flow rate,(note-2) vi	643 pc/h	1069 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.0 %	
Adjustment for no-passing zones, fnp	14.8	
Percent time-spent-following, PTSFd	71.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	545	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2051	veh-mi
Peak 15-min total travel time, TT15	14.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.0	mi/h
Percent time-spent-following, PTSFd (from above)	71.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	623.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.43
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

NO-BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	634	veh/h
Opposing direction volume, Vo	364	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.990	
Grade adj. factor,(note-1) fg	0.98		0.88	
Directional flow rate,(note-2) vi	671	pc/h	431	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	43.3	mi/h
Percent Free Flow Speed, PFFS	81.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.994
Grade adjustment factor,(note-1) fg	0.98	0.89
Directional flow rate,(note-2) vi	667 pc/h	424 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.1 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	72.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	572	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2219	veh-mi
Peak 15-min total travel time, TT15	13.2	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.3	mi/h
Percent time-spent-following, PTSFd (from above)	72.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	653.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.42
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	364	veh/h
Opposing direction volume, Vo	634	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.994	
Grade adj. factor,(note-1) fg	0.88		0.98	
Directional flow rate,(note-2) vi	431	pc/h	671	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	43.8	mi/h
Percent Free Flow Speed, PFFS	82.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	1.000
Grade adjustment factor,(note-1) fg	0.89	0.98
Directional flow rate,(note-2) vi	424 pc/h	667 pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.5 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	57.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	328	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1274	veh-mi
Peak 15-min total travel time, TT15	7.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.8	mi/h
Percent time-spent-following, PTSFd (from above)	57.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	375.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.13
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	981	veh/h
Opposing direction volume, Vo	615	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.993	
Grade adj. factor,(note-1) fg	1.00		0.97	
Directional flow rate,(note-2) vi	1014	pc/h	658	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.3	mi/h
Percent Free Flow Speed, PFFS	74.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	1011 pc/h	647 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.1 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	84.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.60	
Peak 15-min vehicle-miles of travel, VMT15	885	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3434	veh-mi
Peak 15-min total travel time, TT15	22.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.3	mi/h
Percent time-spent-following, PTSFd (from above)	84.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1011.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.64
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	615	veh/h
Opposing direction volume, Vo	981	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.997	
Grade adj. factor,(note-1) fg	0.97		1.00	
Directional flow rate,(note-2) vi	658	pc/h	1014	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.6	mi/h
Percent Free Flow Speed, PFFS	74.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	647 pc/h	1011 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.9 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	71.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	555	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2153	veh-mi
Peak 15-min total travel time, TT15	14.0	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.6	mi/h
Percent time-spent-following, PTSFd (from above)	71.1	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	634.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.40
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

NO-BUILD CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	420	veh/h
Opposing direction volume, Vo	397	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.984	0.982
Grade adj. factor,(note-1) fg	0.95	0.93
Directional flow rate,(note-2) vi	529 pc/h	511 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	82.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.96	0.94
Directional flow rate,(note-2) vi	519 pc/h	501 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	67.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	432	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1470	veh-mi
Peak 15-min total travel time, TT15	9.8	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	67.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	494.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.50
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	397	veh/h
Opposing direction volume, Vo	420	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.982		0.984	
Grade adj. factor,(note-1) fg	0.93		0.95	
Directional flow rate,(note-2) vi	511	pc/h	529	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	83.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.94	0.96
Directional flow rate,(note-2) vi	501 pc/h	519 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	66.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	409	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1390	veh-mi
Peak 15-min total travel time, TT15	9.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	66.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	467.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.48
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	639	veh/h
Opposing direction volume, Vo	613	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.988	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	767	pc/h	745	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.7	mi/h
Percent Free Flow Speed, PFFS	76.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	752 pc/h	728 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.1 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	76.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	658	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2237	veh-mi
Peak 15-min total travel time, TT15	16.2	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.7	mi/h
Percent time-spent-following, PTSFd (from above)	76.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	751.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.72
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	613	veh/h
Opposing direction volume, Vo	639	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.5	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.990	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	745	pc/h	767	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.8	mi/h
Percent Free Flow Speed, PFFS	76.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	728 pc/h	752 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.0 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	75.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	631	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2146	veh-mi
Peak 15-min total travel time, TT15	15.5	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.8	mi/h
Percent time-spent-following, PTSFd (from above)	75.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	721.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

NO-BUILD CONDITIONS

SUNDAY PEAK HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	405	veh/h
Opposing direction volume, Vo	491	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.992	
Grade adj. factor,(note-1) fg	0.92		0.96	
Directional flow rate,(note-2) vi	483	pc/h	560	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	83.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.998
Grade adjustment factor,(note-1) fg	0.92	0.96
Directional flow rate,(note-2) vi	480 pc/h	557 pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.0 %	
Adjustment for no-passing zones, fnp	26.5	
Percent time-spent-following, PTSFd	63.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	385	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1418	veh-mi
Peak 15-min total travel time, TT15	8.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	63.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	440.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.22
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	491	veh/h
Opposing direction volume, Vo	405	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.991	
Grade adj. factor,(note-1) fg	0.96		0.92	
Directional flow rate,(note-2) vi	560	pc/h	483	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	43.9	mi/h
Percent Free Flow Speed, PFFS	82.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.996
Grade adjustment factor,(note-1) fg	0.96	0.92
Directional flow rate,(note-2) vi	557 pc/h	480 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.1 %	
Adjustment for no-passing zones, fnp	26.5	
Percent time-spent-following, PTSFd	68.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	467	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1719	veh-mi
Peak 15-min total travel time, TT15	10.6	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.9	mi/h
Percent time-spent-following, PTSFd (from above)	68.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	533.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.31
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	604	veh/h
Opposing direction volume, Vo	722	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.996	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	674	pc/h	796	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	41.1	mi/h
Percent Free Flow Speed, PFFS	77.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	670 pc/h	785 pc/h
Base percent time-spent-following,(note-4) BPTSFd	63.7 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	72.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	574	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2114	veh-mi
Peak 15-min total travel time, TT15	14.0	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.1	mi/h
Percent time-spent-following, PTSFd (from above)	72.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	656.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.42
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 NO-BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	722	veh/h
Opposing direction volume, Vo	604	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	796	pc/h	674	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	40.9	mi/h
Percent Free Flow Speed, PFFS	77.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	785 pc/h	670 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.4 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	77.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	687	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2527	veh-mi
Peak 15-min total travel time, TT15	16.8	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.9	mi/h
Percent time-spent-following, PTSFd (from above)	77.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	784.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.51
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	310	veh/h
Opposing direction volume, Vo	598	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.87		0.98	
Directional flow rate,(note-2) vi	435	pc/h	731	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.4	mi/h
Percent Free Flow Speed, PFFS	81.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.88	0.99
Directional flow rate,(note-2) vi	422 pc/h	702 pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.8 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	56.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	315	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1085	veh-mi
Peak 15-min total travel time, TT15	7.3	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.4	mi/h
Percent time-spent-following, PTSFd (from above)	56.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	360.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.16
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	598	veh/h
Opposing direction volume, Vo	310	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.952	
Grade adj. factor,(note-1) fg	0.98		0.87	
Directional flow rate,(note-2) vi	731	pc/h	435	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.8	mi/h
Percent Free Flow Speed, PFFS	80.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	0.99	0.88
Directional flow rate,(note-2) vi	702 pc/h	422 pc/h
Base percent time-spent-following,(note-4) BPTSFd	60.8 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	73.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	608	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2093	veh-mi
Peak 15-min total travel time, TT15	14.2	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.8	mi/h
Percent time-spent-following, PTSFd (from above)	73.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	695.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.49
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	433	veh/h
Opposing direction volume, Vo	898	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.962		0.985	
Grade adj. factor,(note-1) fg	0.95		1.00	
Directional flow rate,(note-2) vi	551	pc/h	1060	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.0	mi/h
Percent Free Flow Speed, PFFS	75.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.990	1.000
Grade adjustment factor,(note-1) fg	0.96	1.00
Directional flow rate,(note-2) vi	530 pc/h	1044 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.4 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	64.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	151	veh-mi
Peak-hour vehicle-miles of travel, VMT60	520	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.0	mi/h
Percent time-spent-following, PTSFd (from above)	64.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	503.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.33
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	898	veh/h
Opposing direction volume, Vo	433	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.962	
Grade adj. factor,(note-1) fg	1.00		0.95	
Directional flow rate,(note-2) vi	1060	pc/h	551	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.6	mi/h
Percent Free Flow Speed, PFFS	74.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.990
Grade adjustment factor,(note-1) fg	1.00	0.96
Directional flow rate,(note-2) vi	1044 pc/h	530 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.3 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	84.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.62	
Peak 15-min vehicle-miles of travel, VMT15	313	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1078	veh-mi
Peak 15-min total travel time, TT15	7.9	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.6	mi/h
Percent time-spent-following, PTSFd (from above)	84.7	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1044.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.70
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	671	veh/h
Opposing direction volume, Vo	379	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.962	
Grade adj. factor,(note-1) fg	0.98		0.90	
Directional flow rate,(note-2) vi	746	pc/h	466	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.5	mi/h
Percent Free Flow Speed, PFFS	80.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.984
Grade adjustment factor,(note-1) fg	0.99	0.90
Directional flow rate,(note-2) vi	721 pc/h	455 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.6 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	75.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	625	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2349	veh-mi
Peak 15-min total travel time, TT15	14.7	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.5	mi/h
Percent time-spent-following, PTSFd (from above)	75.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	713.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.21
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	379	veh/h
Opposing direction volume, Vo	671	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.90		0.98	
Directional flow rate,(note-2) vi	471	pc/h	750	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	43.0	mi/h
Percent Free Flow Speed, PFFS	81.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.90	0.99
Directional flow rate,(note-2) vi	457 pc/h	721 pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.4 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	59.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	353	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1327	veh-mi
Peak 15-min total travel time, TT15	8.2	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.0	mi/h
Percent time-spent-following, PTSFd (from above)	59.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	403.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.21
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1038	veh/h
Opposing direction volume, Vo	613	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.977	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1118	pc/h	681	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	38.4	mi/h
Percent Free Flow Speed, PFFS	72.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	1104 pc/h	665 pc/h
Base percent time-spent-following,(note-4) BPTSFd	77.9 %	
Adjustment for no-passing zones, fnp	14.4	
Percent time-spent-following, PTSFd	86.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.66	
Peak 15-min vehicle-miles of travel, VMT15	966	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3633	veh-mi
Peak 15-min total travel time, TT15	25.2	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.4	mi/h
Percent time-spent-following, PTSFd (from above)	86.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1104.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.43
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 613 veh/h
Opposing direction volume, Vo 1038 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.985	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	685	pc/h	1121	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	72.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	665 pc/h	1104 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.5 %	
Adjustment for no-passing zones, fnp	14.4	
Percent time-spent-following, PTSFd	72.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	571	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2146	veh-mi
Peak 15-min total travel time, TT15	14.8	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	72.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	652.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.46
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	634	veh/h
Opposing direction volume, Vo	364	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.990	
Grade adj. factor,(note-1) fg	0.98		0.88	
Directional flow rate,(note-2) vi	671	pc/h	431	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	43.3	mi/h
Percent Free Flow Speed, PFFS	81.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.994
Grade adjustment factor,(note-1) fg	0.98	0.89
Directional flow rate,(note-2) vi	667 pc/h	424 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.1 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	72.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	572	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2219	veh-mi
Peak 15-min total travel time, TT15	13.2	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.3	mi/h
Percent time-spent-following, PTSFd (from above)	72.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	653.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.42
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	364	veh/h
Opposing direction volume, Vo	634	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.994	
Grade adj. factor,(note-1) fg	0.88		0.98	
Directional flow rate,(note-2) vi	431	pc/h	671	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	43.8	mi/h
Percent Free Flow Speed, PFFS	82.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	1.000
Grade adjustment factor,(note-1) fg	0.89	0.98
Directional flow rate,(note-2) vi	424 pc/h	667 pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.5 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	57.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	328	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1274	veh-mi
Peak 15-min total travel time, TT15	7.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.8	mi/h
Percent time-spent-following, PTSFd (from above)	57.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	375.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.13
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	981	veh/h
Opposing direction volume, Vo	615	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.993	
Grade adj. factor,(note-1) fg	1.00		0.97	
Directional flow rate,(note-2) vi	1014	pc/h	658	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.3	mi/h
Percent Free Flow Speed, PFFS	74.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	1011 pc/h	647 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.1 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	84.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.60	
Peak 15-min vehicle-miles of travel, VMT15	303	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1177	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.3	mi/h
Percent time-spent-following, PTSFd (from above)	84.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1011.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.64
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
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Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	615	veh/h
Opposing direction volume, Vo	981	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.997	
Grade adj. factor,(note-1) fg	0.97		1.00	
Directional flow rate,(note-2) vi	658	pc/h	1014	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.6	mi/h
Percent Free Flow Speed, PFFS	74.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	647 pc/h	1011 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.9 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	71.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	190	veh-mi
Peak-hour vehicle-miles of travel, VMT60	738	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.6	mi/h
Percent time-spent-following, PTSFd (from above)	71.1	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	634.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.40
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	420	veh/h
Opposing direction volume, Vo	397	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.984		0.982	
Grade adj. factor,(note-1) fg	0.95		0.93	
Directional flow rate,(note-2) vi	529	pc/h	511	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	82.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.96	0.94
Directional flow rate,(note-2) vi	519 pc/h	501 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	67.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	432	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1470	veh-mi
Peak 15-min total travel time, TT15	9.8	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	67.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	494.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.50
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	397	veh/h
Opposing direction volume, Vo	420	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.8
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.982	0.984
Grade adj. factor,(note-1) fg	0.93	0.95
Directional flow rate,(note-2) vi	511 pc/h	529 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	83.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.94	0.96
Directional flow rate,(note-2) vi	501 pc/h	519 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	66.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	409	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1390	veh-mi
Peak 15-min total travel time, TT15	9.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	66.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	467.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.48
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	639	veh/h
Opposing direction volume, Vo	613	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.988	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	767	pc/h	745	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.7	mi/h
Percent Free Flow Speed, PFFS	76.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	752 pc/h	728 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.1 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	76.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	226	veh-mi
Peak-hour vehicle-miles of travel, VMT60	767	veh-mi
Peak 15-min total travel time, TT15	5.6	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.7	mi/h
Percent time-spent-following, PTSFd (from above)	76.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	751.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.72
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 613 veh/h
Opposing direction volume, Vo 639 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.5	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.990	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	745	pc/h	767	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.8	mi/h
Percent Free Flow Speed, PFFS	76.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	728 pc/h	752 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.0 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	75.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	216	veh-mi
Peak-hour vehicle-miles of travel, VMT60	736	veh-mi
Peak 15-min total travel time, TT15	5.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.8	mi/h
Percent time-spent-following, PTSFd (from above)	75.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	721.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SUNDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	418	veh/h
Opposing direction volume, Vo	505	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.992	
Grade adj. factor,(note-1) fg	0.93		0.96	
Directional flow rate,(note-2) vi	493	pc/h	576	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	43.9	mi/h
Percent Free Flow Speed, PFFS	82.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.998
Grade adjustment factor,(note-1) fg	0.93	0.96
Directional flow rate,(note-2) vi	491 pc/h	573 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.0 %	
Adjustment for no-passing zones, fnp	26.0	
Percent time-spent-following, PTSFd	64.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	398	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1463	veh-mi
Peak 15-min total travel time, TT15	9.1	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.9	mi/h
Percent time-spent-following, PTSFd (from above)	64.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	454.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.23
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	505	veh/h
Opposing direction volume, Vo	418	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.991	
Grade adj. factor,(note-1) fg	0.96		0.93	
Directional flow rate,(note-2) vi	576	pc/h	493	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	43.7	mi/h
Percent Free Flow Speed, PFFS	82.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.996
Grade adjustment factor,(note-1) fg	0.96	0.93
Directional flow rate,(note-2) vi	573 pc/h	491 pc/h
Base percent time-spent-following,(note-4) BPTSFd	55.7 %	
Adjustment for no-passing zones, fnp	26.0	
Percent time-spent-following, PTSFd	69.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	480	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1768	veh-mi
Peak 15-min total travel time, TT15	11.0	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.7	mi/h
Percent time-spent-following, PTSFd (from above)	69.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	548.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.33
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
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Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	631	veh/h
Opposing direction volume, Vo	743	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.996	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	704	pc/h	819	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.7	mi/h
Percent Free Flow Speed, PFFS	76.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	693 pc/h	808 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.9 %	
Adjustment for no-passing zones, fnp	18.5	
Percent time-spent-following, PTSFd	73.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	600	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2209	veh-mi
Peak 15-min total travel time, TT15	14.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.7	mi/h
Percent time-spent-following, PTSFd (from above)	73.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	685.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.44
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	743	veh/h
Opposing direction volume, Vo	631	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	819	pc/h	704	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	40.6	mi/h
Percent Free Flow Speed, PFFS	76.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	808 pc/h	693 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.2 %	
Adjustment for no-passing zones, fnp	18.5	
Percent time-spent-following, PTSFd	79.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	707	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2601	veh-mi
Peak 15-min total travel time, TT15	17.4	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.6	mi/h
Percent time-spent-following, PTSFd (from above)	79.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	807.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.52
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK AM HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	325	veh/h
Opposing direction volume, Vo	602	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.88		0.98	
Directional flow rate,(note-2) vi	451	pc/h	736	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.2	mi/h
Percent Free Flow Speed, PFFS	81.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.89	0.99
Directional flow rate,(note-2) vi	437 pc/h	707 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.6 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	57.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	331	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1138	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.2	mi/h
Percent time-spent-following, PTSFd (from above)	57.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	377.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.18
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	602	veh/h
Opposing direction volume, Vo	325	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.952	
Grade adj. factor,(note-1) fg	0.98		0.88	
Directional flow rate,(note-2) vi	736	pc/h	451	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.7	mi/h
Percent Free Flow Speed, PFFS	80.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	0.99	0.89
Directional flow rate,(note-2) vi	707 pc/h	437 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.7 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	74.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	612	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2107	veh-mi
Peak 15-min total travel time, TT15	14.3	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	700.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.49
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	452	veh/h
Opposing direction volume, Vo	909	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.962		0.985	
Grade adj. factor,(note-1) fg	0.96		1.00	
Directional flow rate,(note-2) vi	569	pc/h	1073	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.8	mi/h
Percent Free Flow Speed, PFFS	75.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.990	1.000
Grade adjustment factor,(note-1) fg	0.96	1.00
Directional flow rate,(note-2) vi	553 pc/h	1057 pc/h
Base percent time-spent-following,(note-4) BPTSFd	60.7 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	65.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	158	veh-mi
Peak-hour vehicle-miles of travel, VMT60	542	veh-mi
Peak 15-min total travel time, TT15	4.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.8	mi/h
Percent time-spent-following, PTSFd (from above)	65.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	525.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.35
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	909	veh/h
Opposing direction volume, Vo	452	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.962	
Grade adj. factor,(note-1) fg	1.00		0.96	
Directional flow rate,(note-2) vi	1073	pc/h	569	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	39.4	mi/h
Percent Free Flow Speed, PFFS	74.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.990
Grade adjustment factor,(note-1) fg	1.00	0.96
Directional flow rate,(note-2) vi	1057 pc/h	553 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.2 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	84.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.63	
Peak 15-min vehicle-miles of travel, VMT15	317	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1091	veh-mi
Peak 15-min total travel time, TT15	8.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.4	mi/h
Percent time-spent-following, PTSFd (from above)	84.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1057.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.70
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK PM HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	680	veh/h
Opposing direction volume, Vo	397	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.962	
Grade adj. factor,(note-1) fg	0.98		0.91	
Directional flow rate,(note-2) vi	756	pc/h	482	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	42.4	mi/h
Percent Free Flow Speed, PFFS	79.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.984
Grade adjustment factor,(note-1) fg	0.99	0.91
Directional flow rate,(note-2) vi	731 pc/h	472 pc/h
Base percent time-spent-following,(note-4) BPTSFd	63.5 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	76.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	633	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2380	veh-mi
Peak 15-min total travel time, TT15	14.9	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.4	mi/h
Percent time-spent-following, PTSFd (from above)	76.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	723.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.22
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	397	veh/h
Opposing direction volume, Vo	680	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.91		0.98	
Directional flow rate,(note-2) vi	488	pc/h	760	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	42.8	mi/h
Percent Free Flow Speed, PFFS	80.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.91	0.99
Directional flow rate,(note-2) vi	473 pc/h	731 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.8 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	60.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	370	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1390	veh-mi
Peak 15-min total travel time, TT15	8.6	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.8	mi/h
Percent time-spent-following, PTSFd (from above)	60.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	422.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.24
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1065	veh/h
Opposing direction volume, Vo	635	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.977	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1147	pc/h	706	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	38.0	mi/h
Percent Free Flow Speed, PFFS	71.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	1133 pc/h	682 pc/h
Base percent time-spent-following,(note-4) BPTSFd	78.8 %	
Adjustment for no-passing zones, fnp	14.1	
Percent time-spent-following, PTSFd	87.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.67	
Peak 15-min vehicle-miles of travel, VMT15	991	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3728	veh-mi
Peak 15-min total travel time, TT15	26.1	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.0	mi/h
Percent time-spent-following, PTSFd (from above)	87.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1133.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.45
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2016 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	635	veh/h
Opposing direction volume, Vo	1065	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.985	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	710	pc/h	1150	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	38.1	mi/h
Percent Free Flow Speed, PFFS	71.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	682 pc/h	1133 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.0 %	
Adjustment for no-passing zones, fnp	14.1	
Percent time-spent-following, PTSFd	73.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	591	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2223	veh-mi
Peak 15-min total travel time, TT15	15.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.1	mi/h
Percent time-spent-following, PTSFd (from above)	73.3	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	675.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.48
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	634	veh/h
Opposing direction volume, Vo	364	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.990	
Grade adj. factor,(note-1) fg	0.98		0.88	
Directional flow rate,(note-2) vi	671	pc/h	431	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	43.3	mi/h
Percent Free Flow Speed, PFFS	81.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.994
Grade adjustment factor,(note-1) fg	0.98	0.89
Directional flow rate,(note-2) vi	667 pc/h	424 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.1 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	72.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	572	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2219	veh-mi
Peak 15-min total travel time, TT15	13.2	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.3	mi/h
Percent time-spent-following, PTSFd (from above)	72.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	653.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.42
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	364	veh/h
Opposing direction volume, Vo	634	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.994	
Grade adj. factor,(note-1) fg	0.88		0.98	
Directional flow rate,(note-2) vi	431	pc/h	671	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	43.8	mi/h
Percent Free Flow Speed, PFFS	82.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	1.000
Grade adjustment factor,(note-1) fg	0.89	0.98
Directional flow rate,(note-2) vi	424 pc/h	667 pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.5 %	
Adjustment for no-passing zones, fnp	22.1	
Percent time-spent-following, PTSFd	57.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	328	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1274	veh-mi
Peak 15-min total travel time, TT15	7.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.8	mi/h
Percent time-spent-following, PTSFd (from above)	57.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	375.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.13
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	981	veh/h
Opposing direction volume, Vo	615	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.993	
Grade adj. factor,(note-1) fg	1.00		0.97	
Directional flow rate,(note-2) vi	1014	pc/h	658	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.3	mi/h
Percent Free Flow Speed, PFFS	74.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	1011 pc/h	647 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.1 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	84.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.60	
Peak 15-min vehicle-miles of travel, VMT15	303	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1177	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.3	mi/h
Percent time-spent-following, PTSFd (from above)	84.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1011.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.64
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	615	veh/h
Opposing direction volume, Vo	981	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.997	
Grade adj. factor,(note-1) fg	0.97		1.00	
Directional flow rate,(note-2) vi	658	pc/h	1014	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.6	mi/h
Percent Free Flow Speed, PFFS	74.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	647 pc/h	1011 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.9 %	
Adjustment for no-passing zones, fnp	16.0	
Percent time-spent-following, PTSFd	71.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	190	veh-mi
Peak-hour vehicle-miles of travel, VMT60	738	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.6	mi/h
Percent time-spent-following, PTSFd (from above)	71.1	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	634.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.40
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	420	veh/h
Opposing direction volume, Vo	397	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.984		0.982	
Grade adj. factor,(note-1) fg	0.95		0.93	
Directional flow rate,(note-2) vi	529	pc/h	511	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	82.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.96	0.94
Directional flow rate,(note-2) vi	519 pc/h	501 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	67.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	432	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1470	veh-mi
Peak 15-min total travel time, TT15	9.8	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	67.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	494.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.50
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	397	veh/h
Opposing direction volume, Vo	420	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.982		0.984	
Grade adj. factor,(note-1) fg	0.93		0.95	
Directional flow rate,(note-2) vi	511	pc/h	529	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.0	mi/h
Percent Free Flow Speed, PFFS	83.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	0.94	0.96
Directional flow rate,(note-2) vi	501 pc/h	519 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.2 %	
Adjustment for no-passing zones, fnp	28.2	
Percent time-spent-following, PTSFd	66.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	409	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1390	veh-mi
Peak 15-min total travel time, TT15	9.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	44.0	mi/h
Percent time-spent-following, PTSFd (from above)	66.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	467.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.48
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	639	veh/h
Opposing direction volume, Vo	613	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.988	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	767	pc/h	745	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.7	mi/h
Percent Free Flow Speed, PFFS	76.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	752 pc/h	728 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.1 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	76.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	226	veh-mi
Peak-hour vehicle-miles of travel, VMT60	767	veh-mi
Peak 15-min total travel time, TT15	5.6	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.7	mi/h
Percent time-spent-following, PTSFd (from above)	76.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	751.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.72
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	613	veh/h
Opposing direction volume, Vo	639	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.5	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.990	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	745	pc/h	767	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.8	mi/h
Percent Free Flow Speed, PFFS	76.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	728 pc/h	752 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.0 %	
Adjustment for no-passing zones, fnp	19.0	
Percent time-spent-following, PTSFd	75.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	216	veh-mi
Peak-hour vehicle-miles of travel, VMT60	736	veh-mi
Peak 15-min total travel time, TT15	5.3	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.8	mi/h
Percent time-spent-following, PTSFd (from above)	75.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	721.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SUNDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	427	veh/h
Opposing direction volume, Vo	516	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.993	
Grade adj. factor,(note-1) fg	0.93		0.96	
Directional flow rate,(note-2) vi	504	pc/h	588	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	43.7	mi/h
Percent Free Flow Speed, PFFS	82.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.998
Grade adjustment factor,(note-1) fg	0.94	0.97
Directional flow rate,(note-2) vi	496 pc/h	579 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.1 %	
Adjustment for no-passing zones, fnp	25.8	
Percent time-spent-following, PTSFd	64.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	406	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1495	veh-mi
Peak 15-min total travel time, TT15	9.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.7	mi/h
Percent time-spent-following, PTSFd (from above)	64.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	464.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.24
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	516	veh/h
Opposing direction volume, Vo	427	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.991	
Grade adj. factor,(note-1) fg	0.96		0.93	
Directional flow rate,(note-2) vi	588	pc/h	504	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	43.5	mi/h
Percent Free Flow Speed, PFFS	82.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.996
Grade adjustment factor,(note-1) fg	0.97	0.94
Directional flow rate,(note-2) vi	579 pc/h	496 pc/h
Base percent time-spent-following,(note-4) BPTSFd	55.8 %	
Adjustment for no-passing zones, fnp	25.8	
Percent time-spent-following, PTSFd	69.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	491	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1806	veh-mi
Peak 15-min total travel time, TT15	11.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.5	mi/h
Percent time-spent-following, PTSFd (from above)	69.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	560.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.34
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	651	veh/h
Opposing direction volume, Vo	758	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.996	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	726	pc/h	836	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.4	mi/h
Percent Free Flow Speed, PFFS	76.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	715 pc/h	824 pc/h
Base percent time-spent-following,(note-4) BPTSFd	65.8 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	74.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	619	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2279	veh-mi
Peak 15-min total travel time, TT15	15.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.4	mi/h
Percent time-spent-following, PTSFd (from above)	74.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	707.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.46
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	758	veh/h
Opposing direction volume, Vo	651	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	836	pc/h	726	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	40.3	mi/h
Percent Free Flow Speed, PFFS	76.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	824 pc/h	715 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.8 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	79.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	721	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2653	veh-mi
Peak 15-min total travel time, TT15	17.9	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.3	mi/h
Percent time-spent-following, PTSFd (from above)	79.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	823.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.53
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

K.2

SENSITIVITY ANALYSIS
CONVENTIONAL RESIDENTIAL DEVELOPMENT

TABLE NO. 1K-S

COMMUNITY SCENARIO 2

MAINLINE ANALYSIS

WEEKDAY PEAK AM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.8	0.53	D	43.6	0.53	D	43.2	0.53	D	43.1
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.2	0.53	D	43.0	0.53	D	42.7	0.53	D	42.5
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	42.2	0.53	D	40.4	0.53	E	39.8	0.53	E	39.4
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.5	0.61	E	39.9	0.63	E	39.4	0.64	E	39.1

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 2K-S

COMMUNITY SCENARIO 2

MAINLINE ANALYSIS

WEEKDAY PEAK PM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.2	0.53	D	42.7	0.53	D	42.4	0.53	D	42.2
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.6	0.53	D	43.2	0.53	D	42.9	0.53	D	42.7
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	E	41.0	0.64	E	38.8	0.67	E	38.1	0.69	E	37.7
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.4	0.53	E	39.0	0.53	E	38.2	0.53	E	37.7

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 3K-S

COMMUNITY SCENARIO 2

MAINLINE ANALYSIS

SEPTEMBER FRIDAY PEAK PM HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.7	0.53	D	43.3	0.53	D	43.0	0.53	D	42.8
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	C	45.1	0.53	D	43.8	0.53	D	43.4	0.53	D	43.2
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	41.4	0.60	E	39.3	0.63	E	38.7	0.65	E	38.2
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.9	0.53	E	39.6	0.53	E	38.8	0.53	E	38.3

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 4K-S

COMMUNITY SCENARIO 2

MAINLINE ANALYSIS

SEPTEMBER SATURDAY PEAK HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	44.7	0.53	D	44.0	0.53	D	43.6	0.53	D	43.4
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	44.8	0.53	D	44.0	0.53	D	43.6	0.53	D	43.4
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	41.9	0.53	D	40.7	0.53	E	40.0	0.53	E	39.5
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	41.9	0.53	D	40.8	0.53	E	40.0	0.53	E	39.5

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 5K-S

COMMUNITY SCENARIO 2

MAINLINE ANALYSIS

SEPTEMBER SUNDAY PEAK HOUR

		2016 EXISTING			2030 NO-BUILD			2030 BUILD			2030 COMBINED BUILD		
		V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)	V/C	LOS	ATS (MPH)
1	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	C	45.1	0.53	D	44.0	0.53	D	43.7	0.53	D	43.6
2	NYS ROUTE 208 NORTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	45.0	0.53	D	43.9	0.53	D	43.5	0.53	D	43.4
3	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - NB	0.53	D	42.9	0.53	D	41.1	0.53	D	40.4	0.53	D	40.0
4	NYS ROUTE 208 SOUTH OF CLOVE ROAD (C.R. 27) MAINLINE ANALYSIS - SB	0.53	D	42.7	0.53	D	40.9	0.53	D	40.3	0.53	E	40.0

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE AND AVERAGE TRAVEL SPEED (ATS) FOR THE ABOVE TWO-LANE HIGHWAY ANALYSIS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	324	veh/h
Opposing direction volume, Vo	603	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	2.0	1.6
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.952	0.971
Grade adj. factor,(note-1) fg	0.88	0.98
Directional flow rate,(note-2) vi	450 pc/h	737 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.2	mi/h
Percent Free Flow Speed, PFFS	81.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.89	0.99
Directional flow rate,(note-2) vi	436 pc/h	708 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.5 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	57.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	330	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1134	veh-mi
Peak 15-min total travel time, TT15	7.6	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.2	mi/h
Percent time-spent-following, PTSFd (from above)	57.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	376.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.18
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	603	veh/h
Opposing direction volume, Vo	324	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.952	
Grade adj. factor,(note-1) fg	0.98		0.88	
Directional flow rate,(note-2) vi	737	pc/h	450	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.7	mi/h
Percent Free Flow Speed, PFFS	80.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	0.99	0.89
Directional flow rate,(note-2) vi	708 pc/h	436 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.7 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	74.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	614	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2111	veh-mi
Peak 15-min total travel time, TT15	14.4	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	701.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.49
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 452 veh/h
Opposing direction volume, Vo 909 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.962		0.985	
Grade adj. factor,(note-1) fg	0.96		1.00	
Directional flow rate,(note-2) vi	569	pc/h	1073	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.8	mi/h
Percent Free Flow Speed, PFFS	75.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.990	1.000
Grade adjustment factor,(note-1) fg	0.96	1.00
Directional flow rate,(note-2) vi	553 pc/h	1057 pc/h
Base percent time-spent-following,(note-4) BPTSFd	60.7 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	65.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	460	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1582	veh-mi
Peak 15-min total travel time, TT15	11.6	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.8	mi/h
Percent time-spent-following, PTSFd (from above)	65.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	525.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.35
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	909	veh/h
Opposing direction volume, Vo	452	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.962	
Grade adj. factor,(note-1) fg	1.00		0.96	
Directional flow rate,(note-2) vi	1073	pc/h	569	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	39.4	mi/h
Percent Free Flow Speed, PFFS	74.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.990
Grade adjustment factor,(note-1) fg	1.00	0.96
Directional flow rate,(note-2) vi	1057 pc/h	553 pc/h
Base percent time-spent-following,(note-4) BPTSFd	75.2 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	84.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.63	
Peak 15-min vehicle-miles of travel, VMT15	925	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3182	veh-mi
Peak 15-min total travel time, TT15	23.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.4	mi/h
Percent time-spent-following, PTSFd (from above)	84.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1057.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.70
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	679	veh/h
Opposing direction volume, Vo	391	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.962	
Grade adj. factor,(note-1) fg	0.98		0.91	
Directional flow rate,(note-2) vi	754	pc/h	475	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.4	mi/h
Percent Free Flow Speed, PFFS	80.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.984
Grade adjustment factor,(note-1) fg	0.99	0.91
Directional flow rate,(note-2) vi	730 pc/h	464 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.0 %	
Adjustment for no-passing zones, fnp	20.6	
Percent time-spent-following, PTSFd	76.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	632	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2377	veh-mi
Peak 15-min total travel time, TT15	14.9	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.4	mi/h
Percent time-spent-following, PTSFd (from above)	76.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	722.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.22
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	391	veh/h
Opposing direction volume, Vo	679	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.91		0.98	
Directional flow rate,(note-2) vi	480	pc/h	759	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	42.9	mi/h
Percent Free Flow Speed, PFFS	80.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.91	0.99
Directional flow rate,(note-2) vi	466 pc/h	730 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.4 %	
Adjustment for no-passing zones, fnp	20.5	
Percent time-spent-following, PTSFd	60.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	364	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1369	veh-mi
Peak 15-min total travel time, TT15	8.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.9	mi/h
Percent time-spent-following, PTSFd (from above)	60.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	416.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.23
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1058	veh/h
Opposing direction volume, Vo	629	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.977	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1139	pc/h	699	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	38.1	mi/h
Percent Free Flow Speed, PFFS	71.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.98
Directional flow rate,(note-2) vi	1126 pc/h	683 pc/h
Base percent time-spent-following,(note-4) BPTSFd	78.7 %	
Adjustment for no-passing zones, fnp	14.1	
Percent time-spent-following, PTSFd	87.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.67	
Peak 15-min vehicle-miles of travel, VMT15	985	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3703	veh-mi
Peak 15-min total travel time, TT15	25.8	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.1	mi/h
Percent time-spent-following, PTSFd (from above)	87.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1125.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.44
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 629 veh/h
Opposing direction volume, Vo 1058 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.985	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	703	pc/h	1143	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	38.2	mi/h
Percent Free Flow Speed, PFFS	72.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.98	1.00
Directional flow rate,(note-2) vi	683 pc/h	1126 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.0 %	
Adjustment for no-passing zones, fnp	14.1	
Percent time-spent-following, PTSFd	73.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	586	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2202	veh-mi
Peak 15-min total travel time, TT15	15.3	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.2	mi/h
Percent time-spent-following, PTSFd (from above)	73.3	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	669.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.47
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	653	veh/h
Opposing direction volume, Vo	398	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.990	
Grade adj. factor,(note-1) fg	0.98		0.90	
Directional flow rate,(note-2) vi	691	pc/h	461	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	43.0	mi/h
Percent Free Flow Speed, PFFS	81.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.996
Grade adjustment factor,(note-1) fg	0.98	0.91
Directional flow rate,(note-2) vi	687 pc/h	453 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.2 %	
Adjustment for no-passing zones, fnp	22.0	
Percent time-spent-following, PTSFd	74.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	589	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2286	veh-mi
Peak 15-min total travel time, TT15	13.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.0	mi/h
Percent time-spent-following, PTSFd (from above)	74.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	673.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.43
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	398	veh/h
Opposing direction volume, Vo	653	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	2.0	1.6
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.990	0.994
Grade adj. factor,(note-1) fg	0.90	0.98
Directional flow rate,(note-2) vi	461 pc/h	691 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.4	mi/h
Percent Free Flow Speed, PFFS	81.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	1.000
Grade adjustment factor,(note-1) fg	0.91	0.98
Directional flow rate,(note-2) vi	453 pc/h	687 pc/h
Base percent time-spent-following,(note-4) BPTSFd	50.6 %	
Adjustment for no-passing zones, fnp	22.0	
Percent time-spent-following, PTSFd	59.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	359	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1393	veh-mi
Peak 15-min total travel time, TT15	8.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.4	mi/h
Percent time-spent-following, PTSFd (from above)	59.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	410.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.18
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1033	veh/h
Opposing direction volume, Vo	659	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.994	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1068	pc/h	697	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	38.7	mi/h
Percent Free Flow Speed, PFFS	73.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	1065 pc/h	686 pc/h
Base percent time-spent-following,(note-4) BPTSFd	76.8 %	
Adjustment for no-passing zones, fnp	15.3	
Percent time-spent-following, PTSFd	86.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.63	
Peak 15-min vehicle-miles of travel, VMT15	932	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3616	veh-mi
Peak 15-min total travel time, TT15	24.1	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.7	mi/h
Percent time-spent-following, PTSFd (from above)	86.1	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1064.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.66
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	659	veh/h
Opposing direction volume, Vo	1033	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.997	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	697	pc/h	1068	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	38.8	mi/h
Percent Free Flow Speed, PFFS	73.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	686 pc/h	1065 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.9 %	
Adjustment for no-passing zones, fnp	15.3	
Percent time-spent-following, PTSFd	73.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	594	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2307	veh-mi
Peak 15-min total travel time, TT15	15.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.8	mi/h
Percent time-spent-following, PTSFd (from above)	73.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	679.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.44
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	445	veh/h
Opposing direction volume, Vo	427	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.984		0.984	
Grade adj. factor,(note-1) fg	0.95		0.95	
Directional flow rate,(note-2) vi	560	pc/h	537	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	43.6	mi/h
Percent Free Flow Speed, PFFS	82.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	0.96	0.96
Directional flow rate,(note-2) vi	548 pc/h	525 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.8 %	
Adjustment for no-passing zones, fnp	27.2	
Percent time-spent-following, PTSFd	68.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	458	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1558	veh-mi
Peak 15-min total travel time, TT15	10.5	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.6	mi/h
Percent time-spent-following, PTSFd (from above)	68.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	523.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.53
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	427	veh/h
Opposing direction volume, Vo	445	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.8
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.984	0.984
Grade adj. factor,(note-1) fg	0.95	0.95
Directional flow rate,(note-2) vi	537 pc/h	560 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	43.6	mi/h
Percent Free Flow Speed, PFFS	82.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	0.96	0.96
Directional flow rate,(note-2) vi	525 pc/h	548 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.3 %	
Adjustment for no-passing zones, fnp	27.2	
Percent time-spent-following, PTSFd	66.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	440	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1495	veh-mi
Peak 15-min total travel time, TT15	10.1	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.6	mi/h
Percent time-spent-following, PTSFd (from above)	66.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	502.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.51
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	694	veh/h
Opposing direction volume, Vo	656	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.5
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.992	0.990
Grade adj. factor,(note-1) fg	0.99	0.99
Directional flow rate,(note-2) vi	831 pc/h	787 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.0	mi/h
Percent Free Flow Speed, PFFS	75.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	816 pc/h	772 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.4 %	
Adjustment for no-passing zones, fnp	17.9	
Percent time-spent-following, PTSFd	78.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	714	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2429	veh-mi
Peak 15-min total travel time, TT15	17.9	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.0	mi/h
Percent time-spent-following, PTSFd (from above)	78.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	816.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.76
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	656	veh/h
Opposing direction volume, Vo	694	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.990		0.992	
Grade adj. factor,(note-1) fg	0.99		0.99	
Directional flow rate,(note-2) vi	787	pc/h	831	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.0	mi/h
Percent Free Flow Speed, PFFS	75.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	772 pc/h	816 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.2 %	
Adjustment for no-passing zones, fnp	17.9	
Percent time-spent-following, PTSFd	76.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	675	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2296	veh-mi
Peak 15-min total travel time, TT15	16.9	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.0	mi/h
Percent time-spent-following, PTSFd (from above)	76.9	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	771.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.73
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

BUILD CONDITIONS

SUNDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	427	veh/h
Opposing direction volume, Vo	516	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.993	
Grade adj. factor,(note-1) fg	0.93		0.96	
Directional flow rate,(note-2) vi	504	pc/h	588	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	43.7	mi/h
Percent Free Flow Speed, PFFS	82.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.998
Grade adjustment factor,(note-1) fg	0.94	0.97
Directional flow rate,(note-2) vi	496 pc/h	579 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.1 %	
Adjustment for no-passing zones, fnp	25.8	
Percent time-spent-following, PTSFd	64.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	406	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1495	veh-mi
Peak 15-min total travel time, TT15	9.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.7	mi/h
Percent time-spent-following, PTSFd (from above)	64.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	464.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.24
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	516	veh/h
Opposing direction volume, Vo	427	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.991	
Grade adj. factor,(note-1) fg	0.96		0.93	
Directional flow rate,(note-2) vi	588	pc/h	504	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	43.5	mi/h
Percent Free Flow Speed, PFFS	82.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.996
Grade adjustment factor,(note-1) fg	0.97	0.94
Directional flow rate,(note-2) vi	579 pc/h	496 pc/h
Base percent time-spent-following,(note-4) BPTSFd	55.8 %	
Adjustment for no-passing zones, fnp	25.8	
Percent time-spent-following, PTSFd	69.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	491	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1806	veh-mi
Peak 15-min total travel time, TT15	11.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.5	mi/h
Percent time-spent-following, PTSFd (from above)	69.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	560.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.34
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	651	veh/h
Opposing direction volume, Vo	758	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.996	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	726	pc/h	836	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.4	mi/h
Percent Free Flow Speed, PFFS	76.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	715 pc/h	824 pc/h
Base percent time-spent-following,(note-4) BPTSFd	65.8 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	74.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	619	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2279	veh-mi
Peak 15-min total travel time, TT15	15.3	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.4	mi/h
Percent time-spent-following, PTSFd (from above)	74.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	707.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.46
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 BUILD TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	758	veh/h
Opposing direction volume, Vo	651	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	836	pc/h	726	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	40.3	mi/h
Percent Free Flow Speed, PFFS	76.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	824 pc/h	715 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.8 %	
Adjustment for no-passing zones, fnp	18.2	
Percent time-spent-following, PTSFd	79.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	721	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2653	veh-mi
Peak 15-min total travel time, TT15	17.9	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.3	mi/h
Percent time-spent-following, PTSFd (from above)	79.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	823.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.53
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK AM HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	343	veh/h
Opposing direction volume, Vo	608	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	2.0		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.952		0.971	
Grade adj. factor,(note-1) fg	0.90		0.98	
Directional flow rate,(note-2) vi	465	pc/h	743	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.1	mi/h
Percent Free Flow Speed, PFFS	81.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.971	1.000
Grade adjustment factor,(note-1) fg	0.90	0.99
Directional flow rate,(note-2) vi	456 pc/h	714 pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.5 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	59.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	349	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1201	veh-mi
Peak 15-min total travel time, TT15	8.1	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.1	mi/h
Percent time-spent-following, PTSFd (from above)	59.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	398.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.21
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	608	veh/h
Opposing direction volume, Vo	343	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		2.0	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.952	
Grade adj. factor,(note-1) fg	0.98		0.90	
Directional flow rate,(note-2) vi	743	pc/h	465	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.5	mi/h
Percent Free Flow Speed, PFFS	80.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.971
Grade adjustment factor,(note-1) fg	0.99	0.90
Directional flow rate,(note-2) vi	714 pc/h	456 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.3 %	
Adjustment for no-passing zones, fnp	20.7	
Percent time-spent-following, PTSFd	74.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	619	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2128	veh-mi
Peak 15-min total travel time, TT15	14.5	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.5	mi/h
Percent time-spent-following, PTSFd (from above)	74.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	707.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.50
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	476	veh/h
Opposing direction volume, Vo	924	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.966		0.985	
Grade adj. factor,(note-1) fg	0.96		1.00	
Directional flow rate,(note-2) vi	597	pc/h	1091	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.4	mi/h
Percent Free Flow Speed, PFFS	74.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.990	1.000
Grade adjustment factor,(note-1) fg	0.97	1.00
Directional flow rate,(note-2) vi	576 pc/h	1074 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.6 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	67.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	484	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1666	veh-mi
Peak 15-min total travel time, TT15	12.3	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.4	mi/h
Percent time-spent-following, PTSFd (from above)	67.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	553.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.37
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK AM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.86	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	924	veh/h
Opposing direction volume, Vo	476	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.985		0.966	
Grade adj. factor,(note-1) fg	1.00		0.96	
Directional flow rate,(note-2) vi	1091	pc/h	597	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	39.1	mi/h
Percent Free Flow Speed, PFFS	73.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.990
Grade adjustment factor,(note-1) fg	1.00	0.97
Directional flow rate,(note-2) vi	1074 pc/h	576 pc/h
Base percent time-spent-following,(note-4) BPTSFd	76.5 %	
Adjustment for no-passing zones, fnp	14.2	
Percent time-spent-following, PTSFd	85.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.64	
Peak 15-min vehicle-miles of travel, VMT15	940	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3234	veh-mi
Peak 15-min total travel time, TT15	24.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.1	mi/h
Percent time-spent-following, PTSFd (from above)	85.7	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1074.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.71
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	690	veh/h
Opposing direction volume, Vo	412	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.980		0.965	
Grade adj. factor,(note-1) fg	0.98		0.92	
Directional flow rate,(note-2) vi	764	pc/h	494	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	42.2	mi/h
Percent Free Flow Speed, PFFS	79.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.984
Grade adjustment factor,(note-1) fg	0.99	0.92
Directional flow rate,(note-2) vi	741 pc/h	484 pc/h
Base percent time-spent-following,(note-4) BPTSFd	64.7 %	
Adjustment for no-passing zones, fnp	20.5	
Percent time-spent-following, PTSFd	77.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	642	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2415	veh-mi
Peak 15-min total travel time, TT15	15.2	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.2	mi/h
Percent time-spent-following, PTSFd (from above)	77.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	734.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.23
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	412	veh/h
Opposing direction volume, Vo	690	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.5	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.957		0.976	
Grade adj. factor,(note-1) fg	0.92		0.98	
Directional flow rate,(note-2) vi	498	pc/h	767	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	42.7	mi/h
Percent Free Flow Speed, PFFS	80.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.980	1.000
Grade adjustment factor,(note-1) fg	0.92	0.99
Directional flow rate,(note-2) vi	486 pc/h	741 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.2 %	
Adjustment for no-passing zones, fnp	20.4	
Percent time-spent-following, PTSFd	61.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	384	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1442	veh-mi
Peak 15-min total travel time, TT15	9.0	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.7	mi/h
Percent time-spent-following, PTSFd (from above)	61.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	438.3
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.26
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1090	veh/h
Opposing direction volume, Vo	655	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.977	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1174	pc/h	728	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	37.7	mi/h
Percent Free Flow Speed, PFFS	71.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	1160 pc/h	704 pc/h
Base percent time-spent-following,(note-4) BPTSFd	79.4 %	
Adjustment for no-passing zones, fnp	13.8	
Percent time-spent-following, PTSFd	88.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.69	
Peak 15-min vehicle-miles of travel, VMT15	1015	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3815	veh-mi
Peak 15-min total travel time, TT15	26.9	veh-h
Capacity from ATS, CdATS	1680	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1680	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.7	mi/h
Percent time-spent-following, PTSFd (from above)	88.0	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1159.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.46
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	WEEKDAY PEAK PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.94	
Shoulder width	6.0	ft	% Trucks and buses	5	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	655	veh/h
Opposing direction volume, Vo	1090	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.985	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	732	pc/h	1177	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	37.7	mi/h
Percent Free Flow Speed, PFFS	71.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	704 pc/h	1160 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.6 %	
Adjustment for no-passing zones, fnp	13.8	
Percent time-spent-following, PTSFd	74.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	610	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2293	veh-mi
Peak 15-min total travel time, TT15	16.2	veh-h
Capacity from ATS, CdATS	1675	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1675	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.8	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	696.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.49
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	665	veh/h
Opposing direction volume, Vo	419	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.9	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.991	
Grade adj. factor,(note-1) fg	0.98		0.92	
Directional flow rate,(note-2) vi	704	pc/h	474	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	42.8	mi/h
Percent Free Flow Speed, PFFS	80.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.996
Grade adjustment factor,(note-1) fg	0.99	0.92
Directional flow rate,(note-2) vi	692 pc/h	471 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.7 %	
Adjustment for no-passing zones, fnp	22.0	
Percent time-spent-following, PTSFd	74.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	600	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2328	veh-mi
Peak 15-min total travel time, TT15	14.0	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	42.8	mi/h
Percent time-spent-following, PTSFd (from above)	74.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	685.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.44
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	419	veh/h
Opposing direction volume, Vo	665	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.994	
Grade adj. factor,(note-1) fg	0.92		0.98	
Directional flow rate,(note-2) vi	474	pc/h	704	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	43.2	mi/h
Percent Free Flow Speed, PFFS	81.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	1.000
Grade adjustment factor,(note-1) fg	0.92	0.99
Directional flow rate,(note-2) vi	471 pc/h	692 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.4 %	
Adjustment for no-passing zones, fnp	22.0	
Percent time-spent-following, PTSFd	61.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	378	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1467	veh-mi
Peak 15-min total travel time, TT15	8.7	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.2	mi/h
Percent time-spent-following, PTSFd (from above)	61.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	432.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.21
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	1067	veh/h
Opposing direction volume, Vo	686	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.6	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.994	
Grade adj. factor,(note-1) fg	1.00		0.98	
Directional flow rate,(note-2) vi	1103	pc/h	726	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	38.2	mi/h
Percent Free Flow Speed, PFFS	72.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	1100 pc/h	714 pc/h
Base percent time-spent-following,(note-4) BPTSFd	78.3 %	
Adjustment for no-passing zones, fnp	14.8	
Percent time-spent-following, PTSFd	87.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.65	
Peak 15-min vehicle-miles of travel, VMT15	962	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3735	veh-mi
Peak 15-min total travel time, TT15	25.2	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.2	mi/h
Percent time-spent-following, PTSFd (from above)	87.3	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1100.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.68
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT FRI PM HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.97	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	686	veh/h
Opposing direction volume, Vo	1067	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.3	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.997	
Grade adj. factor,(note-1) fg	0.98		1.00	
Directional flow rate,(note-2) vi	726	pc/h	1103	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	38.3	mi/h
Percent Free Flow Speed, PFFS	72.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	714 pc/h	1100 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.6 %	
Adjustment for no-passing zones, fnp	14.8	
Percent time-spent-following, PTSFd	75.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	619	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2401	veh-mi
Peak 15-min total travel time, TT15	16.1	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.3	mi/h
Percent time-spent-following, PTSFd (from above)	75.4	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	707.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.46
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SATURDAY PEAK HOUR

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	458	veh/h
Opposing direction volume, Vo	442	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.984		0.984	
Grade adj. factor,(note-1) fg	0.96		0.95	
Directional flow rate,(note-2) vi	570	pc/h	556	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	43.4	mi/h
Percent Free Flow Speed, PFFS	81.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	0.96	0.96
Directional flow rate,(note-2) vi	564 pc/h	544 pc/h
Base percent time-spent-following,(note-4) BPTSFd	55.8 %	
Adjustment for no-passing zones, fnp	26.4	
Percent time-spent-following, PTSFd	69.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	471	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1603	veh-mi
Peak 15-min total travel time, TT15	10.9	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.4	mi/h
Percent time-spent-following, PTSFd (from above)	69.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	538.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.55
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	442	veh/h
Opposing direction volume, Vo	458	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.8
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.984	0.984
Grade adj. factor,(note-1) fg	0.95	0.96
Directional flow rate,(note-2) vi	556 pc/h	570 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	43.4	mi/h
Percent Free Flow Speed, PFFS	81.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	0.96	0.96
Directional flow rate,(note-2) vi	544 pc/h	564 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.7 %	
Adjustment for no-passing zones, fnp	26.4	
Percent time-spent-following, PTSFd	67.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	455	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1547	veh-mi
Peak 15-min total travel time, TT15	10.5	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.4	mi/h
Percent time-spent-following, PTSFd (from above)	67.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	520.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.53
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	722	veh/h
Opposing direction volume, Vo	677	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.992	
Grade adj. factor,(note-1) fg	0.99		0.99	
Directional flow rate,(note-2) vi	865	pc/h	811	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.5	mi/h
Percent Free Flow Speed, PFFS	74.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	849 pc/h	796 pc/h
Base percent time-spent-following,(note-4) BPTSFd	71.3 %	
Adjustment for no-passing zones, fnp	17.3	
Percent time-spent-following, PTSFd	80.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	743	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2527	veh-mi
Peak 15-min total travel time, TT15	18.8	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.5	mi/h
Percent time-spent-following, PTSFd (from above)	80.2	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	849.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.78
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SAT PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.85	
Shoulder width	6.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	677	veh/h
Opposing direction volume, Vo	722	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.4
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor,(note-5) fHV	0.992	0.992
Grade adj. factor,(note-1) fg	0.99	0.99
Directional flow rate,(note-2) vi	811 pc/h	865 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	39.5	mi/h
Percent Free Flow Speed, PFFS	74.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	796 pc/h	849 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.6 %	
Adjustment for no-passing zones, fnp	17.3	
Percent time-spent-following, PTSFd	78.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	697	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2370	veh-mi
Peak 15-min total travel time, TT15	17.6	veh-h
Capacity from ATS, CdATS	1690	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1690	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.5	mi/h
Percent time-spent-following, PTSFd (from above)	78.0	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	796.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.75
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

COMBINED CONDITIONS

SUNDAY PEAK HOUR

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	439	veh/h
Opposing direction volume, Vo	530	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.7	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.993	
Grade adj. factor,(note-1) fg	0.94		0.97	
Directional flow rate,(note-2) vi	512	pc/h	598	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	43.6	mi/h
Percent Free Flow Speed, PFFS	82.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.998
Grade adjustment factor,(note-1) fg	0.95	0.97
Directional flow rate,(note-2) vi	504 pc/h	595 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.5 %	
Adjustment for no-passing zones, fnp	25.3	
Percent time-spent-following, PTSFd	64.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	418	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1537	veh-mi
Peak 15-min total travel time, TT15	9.6	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.6	mi/h
Percent time-spent-following, PTSFd (from above)	64.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	477.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.26
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - SB
From/To	NORTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	530	veh/h
Opposing direction volume, Vo	439	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.8	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.992	
Grade adj. factor,(note-1) fg	0.97		0.94	
Directional flow rate,(note-2) vi	598	pc/h	512	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	43.4	mi/h
Percent Free Flow Speed, PFFS	81.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	0.996
Grade adjustment factor,(note-1) fg	0.97	0.95
Directional flow rate,(note-2) vi	595 pc/h	504 pc/h
Base percent time-spent-following,(note-4) BPTSFd	57.3 %	
Adjustment for no-passing zones, fnp	25.3	
Percent time-spent-following, PTSFd	71.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	504	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1855	veh-mi
Peak 15-min total travel time, TT15	11.6	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.4	mi/h
Percent time-spent-following, PTSFd (from above)	71.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	576.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.35
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	NT
Agency/Co.	MASER CONSULTING P.A.
Date Performed	8/15/2017
Analysis Time Period	SEPT SUN PEAK HOUR
Highway	NYS ROUTE 208 - NB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	677	veh/h
Opposing direction volume, Vo	778	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.4	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.995		0.996	
Grade adj. factor,(note-1) fg	0.98		0.99	
Directional flow rate,(note-2) vi	755	pc/h	858	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.0	mi/h
Percent Free Flow Speed, PFFS	75.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	0.99	1.00
Directional flow rate,(note-2) vi	743 pc/h	846 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.6 %	
Adjustment for no-passing zones, fnp	17.7	
Percent time-spent-following, PTSFd	75.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	644	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2370	veh-mi
Peak 15-min total travel time, TT15	16.1	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.0	mi/h
Percent time-spent-following, PTSFd (from above)	75.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	735.9
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.48
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

HCS7: Two-Lane Highways Release 7.1

Phone: Fax:
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Date Performed	8/15/2017
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Highway	NYS ROUTE 208 - SB
From/To	SOUTH OF CLOVE ROAD
Jurisdiction	
Analysis Year	2030 COMBINED TRAFFIC VOLUMES
Description	

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	6.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd	778	veh/h
Opposing direction volume, Vo	677	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.5	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.995	
Grade adj. factor,(note-1) fg	0.99		0.98	
Directional flow rate,(note-2) vi	858	pc/h	755	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSd	40.0	mi/h
Percent Free Flow Speed, PFFS	75.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	0.99
Directional flow rate,(note-2) vi	846 pc/h	743 pc/h
Base percent time-spent-following,(note-4) BPTSFd	71.1 %	
Adjustment for no-passing zones, fnp	17.7	
Percent time-spent-following, PTSFd	80.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	740	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2723	veh-mi
Peak 15-min total travel time, TT15	18.5	veh-h
Capacity from ATS, CdATS	1695	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1695	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	40.0	mi/h
Percent time-spent-following, PTSFd (from above)	80.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	845.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.55
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

CLOVEWOOD

APPENDIX L

340 UNITS AND 340 ACCESSORY APARTMENTS

L.1

COMMUNITY SCENARIO 1 RATES

TABLE NO. 1G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.82	E	47.5	180'	1.20	F	158.9	385'	1.26	F	181.1	418'	1.30	F	197.2	440'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.89	D	48.2	237'	0.90	D	48.7	242'	0.90	D	49.2	249'
		WB APPROACH			-	-	-	-	-	D	48.2	-	-	D	48.7	-	-	D	49.2	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.41	A	7.7	193'	0.42	A	7.9	206'	0.44	A	8.1	210'
		NB APPROACH			-	-	-	-	-	A	7.7	-	-	A	7.9	-	-	A	8.1	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.56	A	9.6	349'	0.56	A	9.8	356'	0.57	B	10.0	351'
		SB APPROACH			-	-	-	-	-	A	9.6	-	-	A	9.8	-	-	B	10.0	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**17.7**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**18.3**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.19	B	14.1	18'	0.24	C	16.4	23'	0.24	C	16.6	23'	0.25	C	16.8	25'
	ROUND HILL ROAD	WB	LTR	240	0.09	C	15.6	8'	0.12	C	19.2	10'	0.13	C	18.2	10'	0.14	C	17.6	13'
	NYS ROUTE 208	NB	LTR	500+	0.02	A	8.5	3'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.7	3'
	NYS ROUTE 208	SB	LTR	500+	0.02	A	7.8	3'	0.03	A	8.0	3'	0.03	A	8.1	3'	0.03	A	8.1	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.07	B	10.4	5'	0.08	B	10.9	8'	0.08	B	10.5	5'	0.08	B	10.5	8'
		NEB	LT	235	0.00	A	7.9	0'	0.00	A	8.0	0'	0.01	A	8.1	0'	0.01	A	8.1	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.27	C	18.1	28'	1.23	F	167.8	403'	1.72	F	384.0	608'	2.41	F	701.2	785'
	NYS ROUTE 208	SB	LT	500+	0.02	A	8.1	3'	0.04	A	8.7	3'	0.09	A	8.9	8'	0.13	A	9.1	13'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.84	D	52.0	#232	0.83	D	51.9	#232	0.81	D	54.8	263'
			R	500+	-	-	-	-	0.39	C	32.8	37'	0.41	C	32.2	38'	0.44	D	43.8	46'
		WB APPROACH			-	-	-	-	-	D	45.6	-	-	D	44.9	-	-	D	50.7	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.35	A	7.7	179'	0.37	A	8.3	194'	0.35	A	8.7	278'
			R	50	-	-	-	-	0.10	A	2.1	8'	0.10	A	2.3	8'	0.09	A	1.9	8'
		NB APPROACH			-	-	-	-	-	A	6.5	-	-	A	7.0	-	-	A	7.3	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.07	A	4.7	14'	0.16	A	5.1	26'	0.22	A	5.6	55'
			T	500+	-	-	-	-	0.87	B	16.3	#913	0.91	B	19.6	#977	0.90	C	20.7	#1442
		SB APPROACH			-	-	-	-	-	B	15.8	-	-	B	18.5	-	-	D	19.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**18.3**	**-**	**-**	**B**	**19.9**	**-**	**-**	**C**	**21.3**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	5.9	-	-	A	6.1	-	-	A	6.3	-
		NB APPROACH		150	-	-	-	-	-	A	4.8	-	-	A	5.1	-	-	A	5.4	-
		SB APPROACH		550+	-	-	-	-	-	B	11.0	-	-	B	12.2	-	-	B	13.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**8.5**	**-**	**-**	**A**	**9.5**	**-**	**-**	**B**	**10.3**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	66'	0.57	C	27.9	109'	0.58	C	28.2	110'	0.58	C	28.2	111'
		WB APPROACH			-	C	28.2	-	-	C	27.9	-	-	C	28.2	-	-	C	28.2	-
	NYS ROUTE 208	NB	TR	500+	0.32	A	2.4	102'	0.52	A	4.3	218'	0.53	A	4.3	221'	0.53	A	4.4	223'
		NB APPROACH			-	A	2.4	-	-	A	4.3	-	-	A	1.3	-	-	A	4.4	-
	NYS ROUTE 208	SB	LT	500+	1.09	E	67.2	#671	1.96	F	450.3	#817	2.04	F	486.2	#860	2.11	F	514.9	#891
		SB APPROACH			-	E	67.2	-	-	F	450.3	-	-	F	486.2	-	-	F	514.9	-
		OVERALL			**-**	**D**	**38.7**	**-**	**-**	**F**	**222.3**	**-**	**-**	**F**	**242.7**	**-**	**-**	**F**	**259.3**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.81	E	74.0	#290	0.82	E	74.0	#310	0.82	E	74.1	#339
		WB APPROACH			-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.80	D	44.5	716'	0.85	D	50.3	#761	0.87	D	52.8	#810
		NB APPROACH			-	-	-	-	-	D	44.5	-	-	C	50.3	-	-	C	52.8	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.90	D	52.7	m431	0.90	D	52.7	m473	0.89	D	51.4	m490
			T	500+	-	-	-	-	0.37	B	13.9	m193	0.38	B	13.8	m203	0.39	B	13.1	m185
		SB APPROACH			-	-	-	-	-	C	34.3	-	-	C	34.2	-	-	C	33.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**D**	**39.8**	**-**	**-**	**D**	**41.6**	**-**	**-**	**D**	**41.7**	**-**

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LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.8	18'	0.13	C	21.9	30'	0.13	C	21.9	30'	0.13	C	21.9	30'
		EB APPROACH		-	-	C	22.8	-	-	C	21.9	-	-	C	21.9	-	-	C	21.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.37	C	24.1	81'	0.49	C	24.0	122'	0.49	C	24.0	122'	0.49	C	24.0	122'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.1	-	-	C	24.0	-	-	C	24.0	-	-	C	24.0	-
	NYS ROUTE 208	NB	LT	500+	0.21	A	3.6	75'	0.42	A	6.1	151'	0.43	A	6.1	156'	0.43	A	6.1	161'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	3.6	-	-	A	6.1	-	-	A	6.1	-	-	A	6.1	-
	NYS ROUTE 208	SB	LTR	450	0.80	B	11.8	#665	1.06	E	56.9	#970	1.12	E	75.6	#1034	1.15	F	90.4	#1076
		SB APPROACH		-	-	B	11.8	-	-	E	56.9	-	-	E	75.6	-	-	F	90.4	-
		OVERALL		**-**	**-**	**B**	**11.5**	**-**	**-**	**D**	**42.5**	**-**	**-**	**E**	**55.4**	**-**	**-**	**E**	**65.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.79	F	88.0	68'	0.79	F	98.8	68'	0.79	F	98.8	68'
		EB APPROACH		-	-	-	-	-	-	F	88.0	-	-	F	98.8	-	-	F	98.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.88	E	78.3	249'	0.88	E	78.3	249'	0.88	E	78.3	249'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.3	-	-	E	78.3	-	-	E	78.3	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.69	D	43.7	m66	0.69	D	42.6	m61	0.62	D	39.0	m56
			T	500+	-	-	-	-	0.29	B	16.7	213'	0.29	B	16.3	m199	0.30	B	16.3	m181
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	21.7	-	-	C	21.0	-	-	C	20.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.29	B	14.0	m80	0.31	B	14.1	m83	0.33	B	14.7	m86
			TR	450	-	-	-	-	1.05	F	43.2	m#1335	1.08	F	52.5	m#1335	1.11	F	63.5	m#1346
		SB APPROACH		-	-	-	-	-	-	D	39.1	-	-	D	47.0	-	-	E	56.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.9**	**-**	**-**	**D**	**46.2**	**-**	**-**	**D**	**52.3**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.58	E	76.0	58'	0.58	E	76.0	58'	0.58	E	76.0	58'
		EB	R	50	-	-	-	-	0.61	E	78.0	0'	0.61	E	78.0	0'	0.61	E	78.0	0'
		EB APPROACH		-	-	-	-	-	-	E	77.0	-	-	E	77.0	-	-	E	77.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.77	E	67.0	249'	0.77	E	67.0	208'	0.77	E	67.0	208'
			T	500+	-	-	-	-	0.18	E	62.0		0.18	E	62.0	61'	0.18	E	62.0	61'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	66.1	-	-	E	66.1	-	-	E	66.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.59	D	38.9	m65'	0.72	D	44.3	m61'	0.62	D	39.2	m57'
			T	500+	-	-	-	-	0.28	B	15.7	213'	0.29	B	15.8	m199'	0.30	B	15.8	m181'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	C	20.9	-	-	B	20.0	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.28	B	12.9	m77'	0.30	B	13.6	m78'	0.32	B	14.1	m81'
			TR	450	-	-	-	-	1.03	F	35.4	m#1312'	1.07	F	48.0	m#1324'	1.10	F	58.5	m#1335
		SB APPROACH		-	-	-	-	-	-	C	32.3	-	-	D	43.0	-	-	D	51.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.4**	**-**	**-**	**D**	**41.8**	**-**	**-**	**D**	**47.6**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.42	D	28.4	50'	0.62	E	46.6	90'	0.72	F	63.8	113'	0.81	F	85.6	133'
	NYS ROUTE 208	NB	LT	500+	0.04	B	10.4	3'	0.06	B	11.2	5'	0.07	B	11.8	5'	0.07	B	12.4	5'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.05	C	22.2	48'	0.05	C	27.6	50'	0.05	C	32.0	58'
			R	50	-	-	-	-	0.77	C	26.9	18'	0.78	C	32.9	18'	0.79	D	37.9	18'
		SEB APPROACH		-	-	-	-	-	-	C	26.6	-	-	C	32.5	-	-	C	37.5	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.15	B	16.8	14'	0.19	C	22.0	16'	0.23	C	28.4	23'
			T	-	-	-	-	-	0.33	A	2.9	89'	0.34	A	2.8	97'	0.34	A	2.7	110'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.3	-	-	A	4.7	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.87	A	6.9	#785	0.90	B	11.4	#910	0.93	B	17.0	#1022
		SB APPROACH		-	-	-	-	-	-	A	6.9	-	-	B	11.4	-	-	B	17.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.6**	**-**	**-**	**B**	**10.9**	**-**	**-**	**B**	**15.1**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.19	C	22.0	18'	0.27	D	29.5	25'	0.31	E	35.4	30'	0.20	D	34.0	18'
	NYS ROUTE 208	NEB	LT	500+	0.02	B	10.1	3'	0.02	B	10.8	3'	0.02	B	11.3	3'	0.02	B	10.4	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.43	C	26.3	43'	0.50	C	31.9	43'	0.53	D	36.2	43'
		SEB APPROACH		-	-	-	-	-	-	C	26.3	-	-	C	31.9	-	-	D	36.2	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.31	A	2.5	80'	0.32	A	2.2	91'	0.33	A	2.1	92'
		NEB APPROACH		-	-	-	-	-	-	A	2.5	-	-	A	2.2	-	-	A	2.1	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.81	A	5.7	428'	0.84	A	6.5	#934	0.87	A	8.5	#956
		SWB APPROACH		-	-	-	-	-	-	A	5.7	-	-	A	6.5	-	-	A	8.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.5**	**-**	**-**	**A**	**6.1**	**-**	**-**	**A**	**7.6**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.70	F	70.9	103'	1.42	F	335.1	228'	1.57	F	408.0	245'	1.71	F	475.2	258'
	NYS ROUTE 208	NB	LT	500+	0.01	B	10.9	0'	0.01	B	12.6	0'	0.01	B	13.0	0'	0.01	B	13.3	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.68	F	84.9	#189	0.68	F	84.9	43'	0.68	F	84.9	#189
		EB APPROACH		-	-	-	-	-	-	F	84.9	-	-	F	84.9	-	-	F	84.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.32	A	2.9	34'	0.38	A	4.7	86'	0.46	B	14.9	166'
		NB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	4.7	-	-	B	14.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.94	C	22.5	#1654	0.97	C	28.9	598'	1.00	D	35.5	#1839
		SB APPROACH		-	-	-	-	-	-	C	22.5	-	-	C	28.9	-	-	D	35.5	-
		OVERALL		-	-	-	-	-	-	**C**	**21.5**	-	-	**C**	**26.3**	-	-	**C**	**33.4**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.00	C	20.0	0'	0.01	D	27.1	0'	0.01	D	28.9	0'	0.06	D	28.7	5'
	NYS ROUTE 208	NB	LT	500+	0.00	B	10.8	0'	0.00	B	12.5	0'	0.01	B	12.8	0'	0.02	B	10.3	3'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.02	D	36.3	0'	0.02	D	38.3	0'	0.03	D	39.5	0'
		EB APPROACH		-	-	-	-	-	-	D	36.3	-	-	D	38.3	-	-	D	39.5	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.36	A	1.9	79'	0.37	A	1.8	84'	0.37	A	1.8	97'
		NB APPROACH		-	-	-	-	-	-	A	1.9	-	-	A	1.8	-	-	A	1.8	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.93	B	13.7	#1020	0.95	B	17.5	#1080	0.97	C	21.7	#1128
		SB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	17.5	-	-	C	21.7	-
		OVERALL		-	-	-	-	-	-	**B**	**10.4**	-	-	**B**	**13.2**	-	-	**B**	**16.2**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.78	C	34.2	50'	0.78	C	34.2	51'	0.78	C	34.2	51'	0.78	C	34.2	51'
		EB APPROACH		-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-	-	C	34.2	-
	DUELK AVENUE	WB	LT	500+	0.69	C	34.8	81'	0.70	C	34.7	87'	0.70	C	34.7	87'	0.70	C	34.7	87'
			R	500+	0.23	C	28.7	0'	0.22	C	28.6	0'	0.22	C	28.6	0'	0.22	C	28.6	0'
		WB APPROACH		-	-	C	33.6	-	-	C	33.5	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	NEB	LTR	500+	0.28	A	5.9	134'	0.38	A	6.9	197'	0.41	A	7.2	214'	0.43	A	7.4	228'
		NEB APPROACH		-	-	A	5.9	-	-	A	6.9	-	-	A	7.2	-	-	A	7.4	-
	NYS ROUTE 208	SWB	LTR	375	0.73	B	12.3	#623	0.85	B	17.9	#781	0.93	C	25.9	#889	1.00	D	38.2	#972
		SWB APPROACH		-	-	B	12.3	-	-	B	17.9	-	-	C	25.9	-	-	D	38.2	-
		OVERALL		-	-	**B**	**13.9**	-	-	**B**	**17.0**	-	-	**C**	**22.0**	-	-	**C**	**29.8**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 1G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.13	C	20.8	10'	0.18	D	27.2	18'	0.22	D	32.4	20'	0.25	E	37.6	23'
	NYS ROUTE 208	NEB	LT	395	0.01	B	10.3	0'	0.01	B	11.0	0'	0.02	B	11.6	0'	0.02	B	12.0	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.28	C	21.7	33'	0.32	C	25.9	36'	0.36	C	29.7	36'
		SEB APPROACH		-	-	-	-	-	-	C	21.7	-	-	C	25.9	-	-	C	29.7	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.33	A	2.8	82'	0.33	A	2.5	85'	0.34	A	2.3	98'
		NEB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.5	-	-	A	2.3	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.78	A	5.6	346'	0.81	A	5.8	440'	0.84	A	6.4	#969
		SWB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.8	-	-	A	6.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.3**	**-**	**-**	**A**	**5.8**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.04	C	18.0	3'	0.06	C	23.0	5'	0.07	D	26.0	5'	0.11	D	31.3	10'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	7.9	0'	0.00	A	8.2	0'	0.00	A	8.3	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.09	C	20.0	21'	0.11	C	23.7	24'	0.14	C	27.0	24'
		NB APPROACH		-	-	-	-	-	-	C	20.0	-	-	C	23.7	-	-	C	27.0	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.34	A	2.9	75'	0.35	A	2.6	76'	0.35	A	2.4	88'
		NEB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	2.6	-	-	A	2.4	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.73	A	5.4	314'	0.77	A	5.4	386'	0.84	A	5.7	#931
		SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.4	-	-	A	5.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.9**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.00	C	15.4	0'	0.00	C	17.5	0'	0.00	C	19.3	0'	0.02	E	35.0	3'
	NYS ROUTE 208	NEB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	0.00	A	9.9	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.01	C	21.2	0'	0.02	C	22.5	0'	0.02	C	25.5	0'
		SEB APPROACH		-	-	-	-	-	-	C	21.2	-	-	C	22.5	-	-	C	25.5	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.38	A	6.5	121'	0.35	A	2.7	65'	0.35	A	2.4	67'
		NEB APPROACH		-	-	-	-	-	-	A	6.5	-	-	A	2.7	-	-	A	2.4	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.84	B	12.0	464'	0.80	A	5.6	315'	0.82	A	5.7	379'
		SWB APPROACH		-	-	-	-	-	-	B	12.0	-	-	A	5.6	-	-	A	5.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.3**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.8**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	15.6	8'	0.14	C	20.0	13'	0.18	C	24.8	15'	0.23	D	30.9	20'
	NYS ROUTE 208	SWB	LT	300	0.01	A	8.6	0'	0.01	A	9.0	0'	0.01	A	9.2	0'	0.02	A	9.5	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.32	C	23.8	37'	0.41	C	32.3	38'	0.42	C	33.3	38'
		NWB APPROACH		-	-	-	-	-	-	C	23.8	-	-	C	32.3	-	-	C	33.3	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.36	A	2.7	85'	0.36	A	2.2	96'	0.36	A	2.2	97'
		NEB APPROACH		-	-	-	-	-	-	A	2.7	-	-	A	2.2	-	-	A	2.2	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.75	A	5.4	365'	0.82	A	6.4	612'	0.83	A	6.8	#685
		SWB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	6.4	-	-	A	6.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	-	**A**	**5.1**	**-**	-	**A**	**5.8**	**-**	-	**A**	**6.0**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.06	C	24.9	5'	0.08	D	34.4	8'	0.10	E	42.0	8'	0.11	E	48.2	10'
	MERRIEWOLD LANE	NWB	LTR	500+	0.15	C	20.6	13'	0.22	D	28.3	20'	0.26	D	34.1	25'	0.30	E	40.0	30'
	NYS ROUTE 208	NEB	LTR	315	0.00	B	12.2	0'	0.00	B	13.3	0'	0.00	B	14.3	0'	0.00	C	15.0	0'
	NYS ROUTE 208	SWB	LTR	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.3	0'	0.00	A	8.4	0'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.04	B	19.4	10'	0.05	C	23.0	10'	0.05	C	26.0	10'
		SEB APPROACH		-	-	-	-	-	-	B	19.4	-	-	C	23.0	-	-	C	26.0	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.17	C	20.1	44'	0.19	C	23.8	43'	0.22	C	27.1	44'
		NWB APPROACH		-	-	-	-	-	-	C	20.1	-	-	C	23.8	-	-	C	27.1	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.35	A	3.0	101'	0.35	A	2.7	98'	0.35	A	2.4	110'
		NEB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	2.7	-	-	A	2.4	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.72	A	5.3	477'	0.76	A	5.3	410'	0.79	A	5.5	#758
		SWB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	5.3	-	-	A	5.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.1**	**-**	**-**	**A**	**5.2**	**-**

TABLE NO. 1G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.02	C	18.2	0'	0.02	C	20.1	3'	0.02	C	21.8	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.0	0'	0.00	A	8.3	0'	0.00	A	8.4	0'	0.00	A	8.5	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.12	C	23.4	10'	0.18	D	32.6	15'	0.19	D	33.7	18'	0.19	D	34.4	18'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.02	C	20.0	3'	0.04	D	28.9	3'	0.04	D	29.7	3'	0.04	D	30.6	3'
	NYS ROUTE 208	NB	LTR	275	0.05	A	9.6	3'	0.06	B	10.2	5'	0.06	B	10.2	5'	0.06	B	10.3	5'
	NYS ROUTE 208	SB	LTR	140	0.00	A	7.9	0'	0.01	A	8.2	0'	0.01	A	8.3	0'	0.01	A	8.3	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.11	B	19.0	28'	0.11	B	19.4	29'	0.11	B	19.7	29'
		EB APPROACH		-	-	-	-	-	-	B	19.0	-	-	B	19.4	-	-	B	19.7	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.02	B	18.6	12'	0.02	B	19.0	12'	0.02	B	19.3	12'
		WB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	19.0	-	-	B	19.3	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.38	A	3.2	96'	0.39	A	3.2	101'	0.40	A	3.2	104'
		NB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.72	A	5.4	299'	0.72	A	5.3	307'	0.72	A	5.3	311'
		SB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	5.3	-	-	A	5.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	19.2	13'	0.22	D	28.2	20'	0.23	D	30.4	23'	0.07	D	29.7	5'
	NYS ROUTE 208	SB	LT	120	0.01	A	8.1	0'	0.02	A	8.6	3'	0.02	A	8.6	3'	0.00	A	9.2	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.42	C	28.9	47'	0.45	C	31.9	47'	0.48	C	34.3	47'
		WB APPROACH		-	-	-	-	-	-	C	28.9	-	-	C	31.9	-	-	C	34.3	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.33	A	2.4	87'	0.34	A	2.2	90'	0.34	A	2.1	93'
			R	150	-	-	-	-	0.03	A	1.7	5'	0.03	A	1.6	5'	0.03	A	1.5	5'
		NB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.2	-	-	A	2.1	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.03	A	3.1	5'	0.03	A	2.9	5'	0.03	A	2.8	5'
			T	500+	-	-	-	-	0.84	A	6.1	510'	0.86	A	7.0	599'	0.87	A	7.8	#703
		SB APPROACH		-	-	-	-	-	-	A	6.0	-	-	A	6.9	-	-	A	7.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.6**	**-**	**-**	**A**	**6.2**	**-**	**-**	**A**	**6.8**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.03	B	10.2	3'	0.05	B	10.3	5'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	7.5	0'	0.01	A	7.6	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.65	C	20.0	15'	0.73	C	21.9	18'
			R		**-**	-	-	-	**-**	-	-	-	0.10	B	17.5	91'	0.11	B	18.7	139'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	19.7	-	-	C	21.6	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.62	A	9.5	180'	0.49	A	7.1	215'
			R		**-**	-	-	-	**-**	-	-	-	0.03	A	4.9	3'	0.04	A	2.5	4'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	9.3	-	-	A	6.7	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.01	A	4.7	2'	0.01	A	5.1	5'
			T		**-**	-	-	-	**-**	-	-	-	0.86	A	6.1	428'	0.89	A	8.5	#566
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	6.1	-	-	A	8.4	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.0**	**-**	**-**	**A**	**9.4**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	-	A	6.0	-	-	A	7.4	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	A	6.0	-	-	A	6.0	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	7.8	-	-	A	8.8	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.1**	**-**	**-**	**A**	**7.8**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.5	0'	0.01	A	7.6	0'	0.01	A	7.6	0'	0.01	A	7.6	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.09	B	11.2	8'	0.11	B	11.9	10'	0.09	B	10.7	8'	0.09	B	10.7	8'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.0	0'	0.00	B	11.6	0'	0.00	B	11.5	0'	0.00	B	11.6	0'

TABLE NO. 1G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK AM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.18	C	24.3	56'	0.18	C	27.4	60'	0.19	C	27.7	60'	0.19	C	28.0	60'
			TR	140	0.81	C	23.0	274'	0.87	C	27.4	310'	0.87	C	27.9	312'	0.87	C	28.2	313'
		EB APPROACH		-	-	C	23.2	-	-	C	27.4	-	-	C	27.9	-	-	C	28.2	-
	NYS ROUTE 94	WB	L	100	0.64	C	20.9	170'	0.72	C	27.0	#286	0.73	C	27.7	#291	0.73	C	28.1	#294
			T	220	0.84	C	21.5	350'	0.87	C	25.1	428'	0.87	C	25.8	431'	0.87	C	26.2	433'
			R	95	0.18	A	3.5	20'	0.19	A	4.4	23'	0.19	A	4.6	23'	0.19	A	4.6	23'
		WB APPROACH		-	-	B	18.9	-	-	C	23.0	-	-	C	23.6	-	-	C	24.0	-
	NYS ROUTE 208	NB	L	40	0.19	C	20.5	46'	0.27	C	22.3	63'	0.27	C	22.4	64'	0.28	C	22.4	64'
			TR	140	0.60	C	24.5	162'	0.73	C	29.4	#258	0.76	C	31.0	#279	0.77	C	32.1	#290
		NB APPROACH		-	-	C	23.5	-	-	C	27.8	-	-	C	29.1	-	-	C	29.9	-
		SB	L	65	0.30	B	18.6	82'	0.37	C	21.2	91'	0.37	C	21.3	92'	0.38	C	21.5	92'
			TR	125	0.67	C	22.8	170'	0.71	C	26.6	213'	0.70	C	26.6	215'	0.70	C	26.7	218'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.6	-	-	C	25.0	-	-	C	25.1	-	-	C	25.2	-
		OVERALL		-	-	**C**	**20.9**	-	-	**C**	**25.0**	-	-	**C**	**25.7**	-	-	**C**	**26.1**	-
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.19	C	27.4	59'	0.19	C	27.8	60'	0.19	C	38.1	60'
			TR	140	-	-	-	-	0.86	C	27.3	308'	0.87	C	27.8	311'	0.87	C	28.2	312'
		EB APPROACH		-	-	-	-	-	-	C	27.4	-	-	C	27.8	-	-	C	28.1	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.72	C	26.9	#284	0.73	C	27.6	#291	0.73	C	28.1	#295
			T	220	-	-	-	-	0.87	C	25.0	424'	0.87	C	25.7	428'	0.87	C	26.1	430'
			R	95	-	-	-	-	0.19	A	4.4	23'	0.19	A	46.0	23'	0.19	A	4.7	24'
		WB APPROACH		-	-	-	-	-	-	C	23.0	-	-	C	23.6	-	-	C	24.0	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.27	C	22.2	63'	0.27	C	22.2	64'	0.27	C	22.2	64'
			TR	140	-	-	-	-	0.73	C	28.3	#257	0.75	C	29.2	#277	0.76	C	30.1	#289
		NB APPROACH		-	-	-	-	-	-	C	26.9	-	-	C	27.6	-	-	C	28.3	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.36	C	21.1	91'	0.37	C	21.2	91'	0.38	C	21.3	91'
			TR	125	-	-	-	-	0.71	C	26.4	211'	0.70	C	26.5	214'	0.70	C	26.6	216'
		SB APPROACH		-	-	-	-	-	-	C	24.8	-	-	C	24.9	-	-	C	25.0	-
		OVERALL		-	-	-	-	-	-	**C**	**24.8**	-	-	**C**	**25.4**	-	-	**C**	**25.8**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.29	C	18.5	30'	0.39	C	24.1	45'	0.40	C	24.6	45'	0.40	D	25.1	48'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.1	0'	0.01	A	9.6	0'	0.01	A	9.6	0'	0.01	A	9.7	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.63	D	34.6	100'	1.06	F	121.4	260'	1.11	F	139.9	283'	1.16	F	158.4	303'
	NYS ROUTE 208	SB	LT	500+	0.00	A	9.8	0'	0.00	B	10.5	0'	0.00	B	10.6	0'	0.00	B	10.7	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.86	D	46.6	205'	0.80	D	47.0	208'	0.86	D	47.3	210'
		WB APPROACH		-	-	-	-	-	-	D	46.6	-	-	D	47.0	-	-	D	47.3	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.84	B	15.3	#814	0.86	B	11.5	#843	0.88	B	12.2	#865
		NB APPROACH		-	-	-	-	-	-	B	15.3	-	-	B	11.5	-	-	B	12.2	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.28	A	4.7	126'	0.29	A	4.8	131'	0.30	A	4.9	135'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.8	-	-	A	4.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**17.5**	**-**	**-**	**B**	**15.0**	**-**	**-**	**B**	**15.5**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	C	16.6	13'	0.22	C	21.9	20'	0.23	C	23.4	23'	0.25	C	24.5	23'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	14.6	3'	0.05	C	17.4	3'	0.06	C	16.7	5'	0.07	C	16.4	5'
	NYS ROUTE 208	NB	LTR	500+	0.07	A	7.9	5'	0.08	A	8.2	5'	0.08	A	8.3	5'	0.08	A	8.3	8'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.4	0'	0.00	A	8.7	0'	0.01	A	8.8	0'	0.02	A	8.8	3'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.2	5'	0.07	B	11.9	5'	0.08	B	11.8	8'	0.09	B	11.7	8'
		NEB	LT	235	0.02	A	7.6	3'	0.02	A	7.7	3'	0.02	A	7.8	3'	0.03	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.53	E	35.0	70'	2.40	F	718.5	590'	3.83	F	>1000	833'	6.70	F	>1000	1060'
	NYS ROUTE 208	SB	LT	500+	0.08	B	11.9	5'	0.30	C	16.9	30'	0.39	C	19.2	45'	0.47	C	22.0	60'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.85	F	88.0	#258	0.80	F	81.2	#258	0.79	E	79.5	#258
			R	500+	-	-	-	-	0.51	E	58.0	66'	0.55	D	54.0	135'	0.64	E	55.9	191'
		WB APPROACH		-	-	-	-	-	-	E	75.6	-	-	E	67.3	-	-	E	65.9	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.92	C	24.2	#1521	1.03	F	52.0	#1691	1.09	F	73.5	#1778
			R	50	-	-	-	-	0.18	A	1.9	41'	0.19	A	3.1	56'	0.19	A	3.6	56'
		NB APPROACH		-	-	-	-	-	-	C	20.6	-	-	D	44.4	-	-	E	62.9	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.72	D	42.2	136'	0.85	E	64.9	167'	0.87	E	70.4	200'
			T	500+	-	-	-	-	0.43	A	4.0	186'	0.45	A	4.4	200'	0.47	A	4.7	214'
		SB APPROACH		-	-	-	-	-	-	B	10.4	-	-	B	16.1	-	-	B	18.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**23.2**	**-**	**-**	**D**	**38.5**	**-**	**-**	**D**	**49.7**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	14.9	-	-	C	17.8	-	-	C	21.3	-
		NB APPROACH		150	-	-	-	-	-	B	12.5	-	-	C	14.2	-	-	C	16.1	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	7.0	-	-	A	7.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**11.0**	**-**	**-**	**B**	**12.4**	**-**	**-**	**B**	**14.1**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.57	C	27.9	109'	0.86	D	46.0	#254	0.89	D	49.6	#266	0.90	D	52.4	#277
		WB APPROACH		-	-	C	27.9	-	-	D	46.0	-	-	D	49.6	-	-	D	52.4	-
	NYS ROUTE 208	NB	TR	500+	0.52	A	5.3	223'	0.71	A	9.1	342'	0.73	A	9.6	360'	0.74	B	10.1	374'
		NB APPROACH		-	-	A	5.3	-	-	A	9.1	-	-	A	9.6	-	-	B	10.1	-
	NYS ROUTE 208	SB	LT	500+	1.07	E	61.8	#623	2.35	F	626.6	#869	2.54	F	711.3	#915	2.73	F	795.4	#954
		SB APPROACH		-	-	E	61.8	-	-	F	626.6	-	-	F	711.3	-	-	F	795.4	-
		OVERALL		**-**	**-**	**C**	**32.6**	**-**	**-**	**F**	**291.0**	**-**	**-**	**F**	**328.8**	**-**	**-**	**F**	**366.3**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	73.2	#496	0.88	E	73.2	#525	0.88	E	73.2	#547
		WB APPROACH		-	-	-	-	-	-	E	73.2	-	-	E	73.2	-	-	E	73.2	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.86	D	40.1	912'	0.88	D	42.2	#978	0.90	D	44.1	#1049
		NB APPROACH		-	-	-	-	-	-	D	40.1	-	-	D	42.2	-	-	D	44.1	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.71	D	42.8	m102	0.76	D	46.0	m155	0.81	D	48.1	m178
			T	500+	-	-	-	-	0.63	A	0.4	m295	0.64	A	0.8	m364	0.65	A	0.7	m356
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	12.4	-	-	B	13.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**27.7**	**-**	**-**	**C**	**29.2**	**-**	**-**	**C**	**30.2**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 & OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP	**SIGNALIZED**																		
	OFFICE DRIVEWAY	EB	LTR	50	0.15	C	20.1	40'	0.35	C	21.0	#212	0.35	C	21.0	#212	0.35	C	21.0	#212
		EB APPROACH		-	-	C	20.1	-	-	C	21.0	-	-	C	21.0	-	-	C	21.0	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.65	C	24.9	#259	1.08	F	91.5	#474	1.08	F	91.5	#474	1.08	F	91.5	#474
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.9	-	-	F	91.5	-	-	F	91.5	-	-	F	91.5	-
	NYS ROUTE 208	NB	LT	500+	0.43	A	9.3	181'	0.64	B	13.4	270'	0.70	B	14.8	296'	0.72	B	15.7	320'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	9.3	-	-	B	13.4	-	-	B	14.8	-	-	B	15.7	-
	NYS ROUTE 208	SB	LTR	450	0.60	B	11.7	307'	0.88	C	25.3	#670	0.94	C	34.2	#728	1.00	D	47.7	#777
		SB APPROACH		-	-	B	11.7	-	-	C	25.3	-	-	C	34.2	-	-	D	47.7	-
		OVERALL		**-**	**-**	**B**	**14.1**	**-**	**-**	**D**	**36.8**	**-**	**-**	**D**	**40.1**	**-**	**-**	**D**	**45.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.35	F	261.5	#370	1.35	F	261.5	#370	1.35	F	261.5	138'
		EB APPROACH		-	-	-	-	-	-	F	261.5	-	-	F	261.5	-	-	F	261.5	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	1.12	F	133.7	#743	1.12	F	133.7	#743	1.12	F	133.7	#556
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	133.7	-	-	F	133.7	-	-	F	133.7	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.19	C	23.6	m48	0.22	C	25.3	m45	0.27	C	28.2	m43
			T	500+	-	-	-	-	0.68	C	34.3	m537	0.73	D	35.4	m604	0.76	D	36.5	m604
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.3	-	-	C	34.5	-	-	D	35.8	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.41	C	25.8	m73	0.48	C	28.4	m82	0.55	C	32.5	m82
			TR	450	-	-	-	-	0.91	B	19.9	m#916	0.94	C	24.0	m#992	0.97	C	28.7	m#992
		SB APPROACH		-	-	-	-	-	-	C	20.7	-	-	C	24.6	-	-	C	29.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**E**	**73.5**	**-**	**-**	**E**	**74.0**	**-**	**-**	**E**	**75.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.76	F	85.3	#188'	0.76	F	85.3	#188'	0.82	F	97.1	#200'
		EB	R	50	-	-	-	-	0.84	F	103.3	50'	0.84	F	103.3	50'	0.90	F	122.7	51'
		EB APPROACH		-	-	-	-	-	-	F	94.2	-	-	F	94.2	-	-	F	109.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	1.01	F	97.9	#665'	1.01	F	97.9	#665'	1.01	F	97.9	#665'
			T	500+	-	-	-	-	0.06	D	42.5	46'	0.06	D	42.5	46'	0.06	D	42.5	46'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	F	94.8	-	-	F	94.8	-	-	F	94.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.16	C	20.8	m48'	0.17	C	21.3	m46'	0.16	C	20.4	m45'
			T	500+	-	-	-	-	0.66	C	32.5	m527'	0.70	C	33.5	m565'	0.73	C	33.6	m587'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	31.5	-	-	C	32.5	-	-	C	32.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.39	C	24.4	m72'	0.45	C	26.2	m77'	0.50	C	28.2	m80'
			TR	450	-	-	-	-	0.89	B	15.2	m#894'	0.91	B	18.0	m#915'	0.92	C	18.5	m#935'
		SB APPROACH		-	-	-	-	-	-	B	16.4	-	-	B	19.1	-	-	C	19.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**46.3**	**-**	**-**	**D**	**47.0**	**-**	**-**	**D**	**48.2**	**-**
7	NYS ROUTE 208 & PEDDLER HILL ROAD	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	D	26.9	18'	0.42	F	57.3	45'	0.64	F	112.9	73'	1.38	F	461.1	130'
	NYS ROUTE 208	NB	LT	500+	0.09	A	8.8	8'	0.12	A	9.5	10'	0.13	A	9.7	10'	0.13	A	10.0	10'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.14	C	26.5	33'	0.14	C	33.6	21'	0.13	D	41.1	20'
			R	50	-	-	-	-	0.79	D	36.2	20'	0.78	D	42.6	#1171	0.77	D	49.8	33'
		SEB APPROACH		-	-	-	-	-	-	C	34.6	-	-	D	41.1	-	-	C	48.4	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.17	A	3.9	21'	0.18	A	3.7	150'	0.19	A	3.7	22'
			T	-	-	-	-	-	0.89	A	5.1	#1022	0.93	A	9.4	#1267	0.96	B	17.3	#1298
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	9.0	20'	-	B	16.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.48	A	2.1	129'	0.50	A	1.9	33'	0.52	A	1.8	172'
		SB APPROACH		-	-	-	-	-	-	A	2.1	-	-	A	1.9	-	-	A	1.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**7.4**	**-**	**-**	**B**	**12.3**	**-**
8	NYS ROUTE 208 & STONEGATE DRIVE	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE	SEB	LR	500+	0.10	C	20.7	8'	0.16	D	30.5	15'	0.20	E	38.9	18'	0.26	F	52.0	25'
	NYS ROUTE 208	NEB	LT	500+	0.03	A	8.6	3'	0.04	A	9.1	3'	0.04	A	9.3	3'	0.04	A	9.5	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.31	D	35.2	30'	0.35	D	40.6	30'	0.41	D	48.2	32'
		SEB APPROACH		-	-	-	-	-	-	D	35.2	-	-	D	40.6	-	-	D	48.2	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.85	A	7.6	#970	0.90	B	11.8	#1110	0.94	B	16.9	#1299
		NEB APPROACH		-	-	-	-	-	-	A	7.6	-	-	B	11.8	-	-	B	16.9	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.46	A	2.4	134'	0.49	A	2.2	155'	0.51	A	2.1	161'
		SWB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.2	-	-	A	2.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.2**	**-**	**-**	**A**	**9.0**	**-**	**-**	**B**	**12.3**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		2.48	F	762.2	575'	6.50	F	>1000	923'	7.58	F	>1000	943'	8.61	F	>1000	958'
	NYS ROUTE 208	NB	LT	500+		0.02	A	8.7	3'	0.02	A	9.5	3'	0.02	A	9.6	3'	0.02	A	9.7	3'
	WITH SIGNALIZATION																				
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+		-	-	-	-	1.03	F	119.3	#535	1.03	F	119.3	#535	1.03	F	119.3	#535
		EB APPROACH			-	-	-	-	-	-	F	119.3	-	-	F	119.3	-	-	F	119.3	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.93	C	26.5	m#1514	0.97	C	24.7	#1648	1.00	C	31.5	#1745
		NB APPROACH			-	-	-	-	-	-	C	26.5	-	-	C	24.7	-	-	C	31.5	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.59	B	10.0	420'	0.61	B	10.5	452'	0.63	B	10.9	480'
		SB APPROACH			-	-	-	-	-	-	B	10.0	-	-	B	10.5	-	-	B	10.9	-
		OVERALL			-	-	-	-	-	-	**C**	**33.3**	-	-	**C**	**32.1**	-	-	**D**	**35.5**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																			
	FAIRWAY DRIVE	EB	LR	315		0.02	D	31.1	0'	0.03	F	59.6	3'	0.04	F	66.1	3'	0.04	F	74.4	3'
	NYS ROUTE 208	NB	LT	500+		0.01	A	8.6	0'	0.01	A	9.3	0'	0.01	A	9.5	0'	0.01	A	9.5	0'
	W/ SIGNALIZATION																				
	FAIRWAY DRIVE	EB	LR	315		-	-	-	-	0.04	D	40.2	8'	0.04	D	44.9	8'	0.04	D	44.9	8'
		EB APPROACH			-	-	-	-	-	-	D	40.2	-	-	D	44.9	-	-	D	44.9	-
	NYS ROUTE 208	NB	LT	500+		-	-	-	-	0.96	C	20.4	#1154	0.98	C	24.5	#1305	1.01	C	32.0	#1365
		NB APPROACH			-	-	-	-	-	-	C	20.4	-	-	C	24.5	-	-	C	32.0	-
	NYS ROUTE 208	SB	TR	500+		-	-	-	-	0.51	A	2.2	144'	0.52	A	2.1	151'	0.54	A	2.2	160'
		SB APPROACH			-	-	-	-	-	-	A	2.2	-	-	A	2.1	-	-	A	2.2	-
		OVERALL			-	-	-	-	-	-	**B**	**14.2**	-	-	**B**	**16.8**	-	-	**C**	**21.7**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																			
	DUELK AVENUE	EB	LTR	100		0.70	C	32.4	51'	0.73	C	32.7	52'	0.73	C	32.7	52'	0.73	C	32.7	52'
		EB APPROACH			-	-	C	32.4	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	DUELK AVENUE	WB	LT	500+		0.54	C	32.3	58'	0.57	C	32.7	63'	0.57	C	32.7	63'	0.57	C	32.7	63'
			R	500+		0.20	C	28.7	0'	0.21	C	28.8	0'	0.21	C	28.8	0'	0.21	C	28.8	0'
		WB APPROACH			-	-	C	31.4	-	-	C	31.8	-	-	C	31.8	-	-	C	31.8	-
	NYS ROUTE 208	NEB	LTR	500+		0.89	B	19.7	#811	1.05	D	52.8	#1021	1.14	F	86.6	#1135	1.22	F	119.0	#1233
		NEB APPROACH			-	-	B	19.7	-	-	D	52.8	-	-	F	86.6	-	-	F	119.0	-
	NYS ROUTE 208	SWB	LTR	375		0.43	A	6.7	225'	0.58	A	8.4	348'	0.62	A	9.2	#466	0.67	B	10.1	#524
		SWB APPROACH			-	-	A	6.7	-	-	A	8.4	-	-	A	9.2	-	-	B	10.1	-
		OVERALL			-	-	**B**	**17.0**	-	-	**D**	**37.3**	-	-	**E**	**58.3**	-	-	**E**	**78.5**	-
	WITH TIMING IMPROVEMENTS																				
	DUELK AVENUE	EB	LTR	100		-	-	-	-	0.79	E	69.7	97'	0.79	E	69.7	97'	0.79	E	69.7	97'
		EB APPROACH			-	-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	DUELK AVENUE	WB	LT	500+		-	-	-	-	0.74	E	75.1	116'	0.74	E	75.1	116'	0.74	E	75.1	116'
			R	500+		-	-	-	-	0.27	E	64.5	3'	0.27	E	64.5	3'	0.27	E	64.5	3'
		WB APPROACH			-	-	-	-	-	-	E	72.5	-	-	E	72.5	-	-	E	72.5	-
	NYS ROUTE 208	NB	LTR	500+		-	-	-	-	0.88	B	18.5	#1492	0.96	C	29.1	#1713	1.03	D	45.8	#1900
		NB APPROACH			-	-	-	-	-	-	B	18.5	-	-	C	29.1	-	-	D	45.8	-
	NYS ROUTE 208	SB	LTR	375		-	-	-	-	0.51	A	6.2	328'	0.61	A	7.4	384'	0.68	A	8.6	444'
		SB APPROACH			-	-	-	-	-	-	A	6.2	-	-	A	7.4	-	-	A	8.6	-
		OVERALL			-	-	-	-	-	-	**B**	**18.8**	-	-	**C**	**25.3**	-	-	**D**	**35.7**	-

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.15	C	19.9	13'	0.25	D	31.2	25'	0.34	E	44.1	35'	0.39	F	53.3	40'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.04	A	9.2	3'	0.04	A	9.2	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.41	C	27.8	37'	0.50	D	35.8	40'	0.51	D	38.0	40'
		SEB APPROACH		-	-	-	-	-	-	C	27.8	-	-	D	35.8	-	-	D	38.0	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.79	A	5.9	#572	0.83	A	6.8	#931	0.86	A	7.1	#1023
		NEB APPROACH		-	-	-	-	-	-	A	5.9	-	-	A	6.8	-	-	A	7.1	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.46	A	2.8	129'	0.50	A	2.6	163'	0.48	A	1.9	142'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.6	-	-	A	1.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.4**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.1**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.06	C	23.4	5'	0.10	D	33.5	8'	0.12	E	40.8	10'	0.14	E	49.2	13'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.7	0'	0.00	B	11.3	0'	0.00	B	11.8	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.12	C	25.5	26'	0.14	C	30.5	26'	0.16	C	34.7	26'
		NB APPROACH		-	-	-	-	-	-	C	25.5	-	-	C	30.5	-	-	C	34.7	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.5	409'	0.84	A	6.8	#948	0.88	A	9.3	#974
		NEB APPROACH		-	-	-	-	-	-	A	5.5	-	-	A	6.8	-	-	A	9.3	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.42	A	2.8	113'	0.45	A	2.5	143'	0.47	A	2.4	148'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.5	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**5.5**	**-**	**-**	**A**	**7.1**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.03	C	22.1	3'	0.05	D	32.2	3'	0.06	E	39.8	5'	0.07	E	48.6	5'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	8.9	0'	0.00	A	9.1	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.06	C	25.7	14'	0.07	C	30.6	14'	0.08	C	34.9	14'
		SEB APPROACH		-	-	-	-	-	-	C	25.7	-	-	C	30.6	-	-	C	34.9	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.77	A	5.3	389'	0.82	A	6.5	576'	0.86	A	8.7	#973
		NEB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	6.5	-	-	A	8.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.44	A	2.8	104'	0.46	A	2.5	120'	0.49	A	2.4	137'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.5	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**6.6**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	21.2	8'	0.16	D	30.0	15'	0.20	E	37.0	18'	0.24	E	44.3	23'
	NYS ROUTE 208	SWB	LT	300	0.03	B	10.0	3'	0.03	B	10.9	3'	0.04	B	11.6	3'	0.04	B	12.2	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.25	C	27.2	32'	0.30	C	32.6	32'	0.33	D	37.6	32'
		NWB APPROACH		-	-	-	-	-	-	C	27.2	-	-	C	32.6	-	-	D	37.6	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.80	A	5.4	437'	0.84	A	7.0	#667	0.88	A	9.6	#1002
		NEB APPROACH		-	-	-	-	-	-	A	5.4	-	-	A	7.0	-	-	A	9.6	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.45	A	2.8	131'	0.48	A	2.5	152'	0.51	A	2.4	186'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.5	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**5.8**	**-**	**-**	**A**	**7.5**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.20	D	29.2	18'	0.34	F	52.0	33'	0.45	F	76.0	45'	0.55	F	107.2	58'
	MERRIEWOLD LANE	NWB	LTR	500+	0.19	E	37.0	18'	0.32	F	67.9	30'	0.41	F	94.9	40'	0.53	F	136.7	50'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	9.0	0'	0.01	A	9.1	0'
	NYS ROUTE 208	SWB	LTR	500+	0.05	B	10.1	3'	0.06	B	11.0	5'	0.06	B	11.7	5'	0.07	B	12.3	5'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.18	C	24.9	40'	0.23	C	32.2	39'	0.24	C	34.4	41'
		SEB APPROACH		-	-	-	-	-	-	C	24.9	-	-	C	32.2	-	-	C	34.4	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.12	C	24.5	38'	0.14	C	31.7	39'	0.15	C	33.8	39'
		NWB APPROACH		-	-	-	-	-	-	C	24.5	-	-	C	31.7	-	-	C	33.8	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.75	A	4.1	376'	0.81	A	6.3	607'	0.84	A	6.4	#966
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	6.3	-	-	A	6.4	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.47	A	2.3	131'	0.51	A	2.6	179'	0.52	A	2.0	175'
		SWB APPROACH		-	-	-	-	-	-	A	2.3	-	-	A	2.6	-	-	A	2.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.2**	**-**	**-**	**A**	**5.8**	**-**	**-**	**A**	**5.7**	**-**

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																			
	SHANNON LANE	NWB	LR	175	0.01	C	18.7	0'	0.02	C	24.2	3'	0.02	D	28.0	3'	0.02	D	32.1	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.9	0'	0.00	B	10.8	0'	0.00	B	11.4	0'	0.00	B	12.0	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																			
	SUNOCO DRIVEWA	EB	LTR	25	0.37	F	67.8	35'	0.74	F	200.1	73'	0.81	F	234.8	78'	0.86	F	255.9	80'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.45	E	45.7	53'	0.81	F	128.7	108'	0.87	F	148.6	115'	0.92	F	168.9	123'
	NYS ROUTE 208	NB	LTR	275	0.03	A	8.5	3'	0.04	A	9.0	3'	0.04	A	9.1	3'	0.04	A	9.2	3'
	NYS ROUTE 208	SB	LTR	140	0.02	B	10.1	3'	0.02	B	11.0	3'	0.02	B	11.2	3'	0.02	B	11.3	3'
	W/ SIGNALIZATION																				
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.15	C	29.3	41'	0.15	C	30.5	41'	0.15	C	31.6	42'
		EB APPROACH		-	-	-	-	-	-	C	29.3	-	-	C	30.5	-	-	C	31.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.36	C	30.9	58'	0.37	C	32.2	58'	0.38	C	33.3	58'
		WB APPROACH		-	-	-	-	-	-	C	30.9	-	-	C	32.2	-	-	C	33.3	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.83	A	7.0	631'	0.84	A	7.5	#764	0.84	A	8.0	#898
		NB APPROACH		-	-	-	-	-	-	A	7.0	-	-	A	7.5	-	-	A	8.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.48	A	3.0	165'	0.49	A	3.0	173'	0.50	A	3.0	180'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.9**	**-**	**-**	**A**	**7.2**	**-**	**-**	**A**	**7.6**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.06	C	23.8	5'	0.10	E	36.5	8'	0.11	E	40.2	8'	0.11	E	43.6	10'
	NYS ROUTE 208	SB	LT	120	0.00	B	11.0	0'	0.00	B	12.5	0'	0.01	B	12.8	0'	0.01	B	13.2	0'
	W/ SIGNALIZATION																				
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.16	C	34.4	20'	0.17	D	37.0	20'	0.18	D	39.0	20'
		WB APPROACH		-	-	-	-	-	-	C	34.4	-	-	D	37.0	-	-	D	39.0	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.88	A	9.5	#923	0.91	B	12.0	#992	0.93	B	15.1	#1052
			R	150	-	-	-	-	0.01	A	1.3	2'	0.01	A	1.2	2'	0.01	A	1.2	2'
		NB APPROACH		-	-	-	-	-	-	A	9.4	-	-	B	11.9	-	-	B	15.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	16.6	1'	0.01	B	19.6	1'	0.01	C	23.3	1'
			T	500+	-	-	-	-	0.52	A	2.6	157'	0.53	A	2.5	168'	0.55	A	2.5	179'
		SB APPROACH		-	-	-	-	-	-	A	2.6	-	-	A	2.5	-	-	A	2.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**8.6**	**-**	**-**	**B**	**10.5**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																			
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.06	D	25.3	8'	0.12	D	28.2	10'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.02	B	10.5	0'	0.04	B	10.7	3'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																			
		WB	L		**-**	-	-	-	**-**	-	-	-	0.56	C	28.0	11'	0.73	C	32.7	17'
			R		**-**	-	-	-	**-**	-	-	-	0.08	C	25.6	55'	0.11	C	28.7	100'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	C	27.7	-	-	C	32.2	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.91	B	15.1	#767	0.91	B	16.2	#886
			R		**-**	-	-	-	**-**	-	-	-	0.08	A	2.4	6'	0.15	A	2.4	7'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	14.1	-	-	B	14.3	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.06	B	11.1	5'	0.12	B	13.3	9'
			T		**-**	-	-	-	**-**	-	-	-	0.47	A	2.5	148'	0.47	A	2.8	188'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	2.6	-	-	A	3.2	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.6**	**-**	**-**	**B**	**11.7**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH			-	-	-	-	-	-	-	-	-	B	10.9	-	-	B	13.6	-
		NB APPROACH			-	-	-	-	-	-	-	-	-	C	18.9	-	-	C	19.7	-
		SB APPROACH			-	-	-	-	-	-	-	-	-	A	5.3	-	-	A	5.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.9**	**-**	**-**	**B**	**14.8**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																			
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.02	A	8.0	0'	0.02	A	8.1	3'	0.02	A	8.1	3'	0.02	A	8.1	3'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	11.4	3'	0.05	B	12.3	5'	0.05	B	12.3	5'	0.05	B	12.4	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 2G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
WEEKDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
		NYS ROUTE 94	EB	L	80	0.12	C	28.2	52'	0.11	C	28.7	50'	0.11	C	28.7	54'	0.11	C	28.6	54'
				TR	140	0.88	D	38.1	#346	0.89	C	33.7	328'	0.91	D	47.7	#395	0.91	D	48.6	#398
			EB APPROACH		-	-	D	37.0	-	-	C	33.2	-	-	E	45.6	-	-	D	46.4	-
		NYS ROUTE 94	WB	L	100	0.66	C	30.9	208'	0.72	D	38.4	#307	0.72	D	35.5	#265	0.72	D	36.3	#275
				T	220	0.83	C	31.0	311'	0.86	C	33.6	340'	0.86	C	33.7	325'	0.86	C	34.1	325'
				R	95	0.30	A	6.7	16'	0.31	A	7.1	18'	0.31	A	7.2	17'	0.31	A	7.3	17'
			WB APPROACH		-	-	C	25.9	-	-	C	29.8	-	-	C	29.0	-	-	C	29.5	-
		NYS ROUTE 208	NB	L	40	0.05	C	22.1	25'	0.09	C	25.1	35'	0.10	C	25.2	34'	0.10	C	25.6	34'
				TR	140	0.98	E	70.7	#537	1.33	F	201.0	#720	1.35	F	210.0	#703	1.38	F	223.8	#714
			NB APPROACH		-	-	E	68.0	-	-	F	189.3	-	-	F	197.6	-	-	F	210.7	-
			SB	L	65	0.67	C	21.4	136'	0.72	C	24.3	160'	0.72	C	24.4	154'	0.73	C	24.7	154'
				TR	125	0.26	B	19.3	110'	0.38	C	23.4	177'	0.40	C	23.6	173'	0.41	C	24.1	177'
		NYS ROUTE 208	SB APPROACH		-	-	C	20.5	-	-	C	23.8	-	-	C	24.0	-	-	C	24.4	-
			OVERALL		**-**	**-**	**D**	**36.3**	**-**	**-**	**E**	**67.5**	**-**	**-**	**E**	**71.8**	**-**	**-**	**E**	**75.6**	**-**
	<u>WITH TIMING IMPROVEMENTS</u>																				
		NYS ROUTE 94	EB	L	80	-	-	-	-	0.13	C	32.4	39'	0.13	C	32.8	39'	0.13	C	33.9	39'
				TR	140	-	-	-	-	0.90	D	42.2	350'	0.90	D	44.2	351'	0.91	D	47.8	352'
			EB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	43.0	-	-	D	46.3	-
		NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	E	55.5	#223	0.89	E	58.6	#234	0.90	E	63.8	#251
				T	220	-	-	-	-	0.86	C	35.0	341'	0.86	D	36.2	341'	0.87	D	39.1	341'
				R	95	-	-	-	-	0.35	A	9.8	40'	0.36	B	10.2	40'	0.35	B	10.5	38'
			WB APPROACH		-	-	-	-	-	-	D	36.8	-	-	D	38.6	-	-	D	41.9	-
		NYS ROUTE 208	NB	L	40	-	-	-	-	0.08	B	19.3	33'	0.08	B	19.6	34'	0.08	C	20.7	34'
				TR	140	-	-	-	-	0.90	D	39.5	#534	0.91	D	41.5	#546	0.93	D	48.3	#566
			NB APPROACH		-	-	-	-	-	-	D	38.1	-	-	D	40.0	-	-	D	46.5	-
		NYS ROUTE 208	SB	L	65	-	-	-	-	0.84	D	46.2	#200	0.86	D	51.7	#204	0.86	D	49.9	#197
				TR	125	-	-	-	-	0.32	B	19.8	164'	0.33	C	20.4	171'	0.33	C	21.1	174'
			SB APPROACH		-	-	-	-	-	-	C	32.7	-	-	D	35.4	-	-	C	34.7	-
			OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.2**	**-**	**-**	**D**	**39.2**	**-**	**-**	**D**	**42.5**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
		SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	C	17.7	13'	0.23	D	25.2	23'	0.24	D	26.5	23'	0.25	D	27.5	25'
		NYS ROUTE 208	NB	LT	500+	0.01	A	8.4	0'	0.02	A	8.9	0'	0.02	A	9.0	3'	0.02	A	9.1	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.64	D	33.0	103'	1.04	F	111.9	265'	1.04	F	111.9	265'	1.04	F	111.9	265'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.1	218'	0.87	D	48.1	218'	0.87	D	48.1	218'
		WB APPROACH			-	-	-	-	-	D	48.1	-	-	D	48.1	-	-	D	48.1	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.78	B	12.8	#659	0.78	B	12.8	#659	0.78	B	12.8	#659
		NB APPROACH			-	-	-	-	-	B	12.8	-	-	B	12.8	-	-	B	12.8	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.27	A	4.8	121'	0.27	A	4.8	121'	0.27	A	4.8	121'
		SB APPROACH			-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**	**-**	**B**	**16.6**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.17	C	15.9	15'	0.25	C	21.3	25'	0.25	C	21.3	25'	0.25	C	21.3	25'
	ROUND HILL ROAD	WB	LTR	240	0.06	C	17.6	5'	0.09	C	22.2	8'	0.09	C	22.2	8'	0.09	C	22.2	8'
	NYS ROUTE 208	NB	LTR	500+	0.06	A	8.0	5'	0.07	A	8.2	5'	0.07	A	8.2	5'	0.07	A	8.2	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.3	0'	0.00	A	8.7	0'	0.00	A	8.7	0'	0.00	A	8.7	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.06	B	11.1	5'	0.07	B	11.8	5'	0.07	B	11.8	5'	0.07	B	11.8	5'
		NEB	LT	235	0.02	A	7.7	3'	0.02	A	7.9	3'	0.02	A	7.9	3'	0.02	A	7.9	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.48	D	31.4	60'	2.09	F	574.8	533'	2.09	F	574.8	533'	2.09	F	574.8	533'
	NYS ROUTE 208	SB	LT	500+	0.09	B	11.3	8'	0.29	C	15.4	30'	0.29	C	15.4	30'	0.29	C	15.4	30'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.93	F	114.1	#283	0.93	F	114.1	#283	0.93	F	114.1	#283
			R	500+	-	-	-	-	0.52	E	59.4	48'	0.52	E	59.4	48'	0.52	E	59.4	48'
		WB APPROACH			-	-	-	-	-	F	92.2	-	-	F	92.2	-	-	F	92.2	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.78	B	13.7	1051'	0.78	B	13.7	1051'	0.78	B	13.7	1051'
			R	50	-	-	-	-	0.18	A	1.9	45'	0.18	A	1.9	45'	0.18	A	1.9	45'
		NB APPROACH			-	-	-	-	-	B	11.5	-	-	B	11.5	-	-	B	11.5	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.52	B	18.7	67'	0.52	B	18.7	67'	0.52	B	18.7	67'
			T	500+	-	-	-	-	0.42	A	3.7	167'	0.42	A	3.7	167'	0.42	A	3.7	167'
		SB APPROACH			-	-	-	-	-	A	6.4	-	-	A	6.4	-	-	A	6.4	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**18.4**	**-**	**-**	**B**	**18.4**	**-**	**-**	**B**	**18.4**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	B	12.3	-	-	B	12.3	-	-	B	12.3	-
		NB APPROACH		150	-	-	-	-	-	B	10.4	-	-	B	10.4	-	-	B	10.4	-
		SB APPROACH		550+	-	-	-	-	-	A	6.6	-	-	A	6.6	-	-	A	6.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**A**	**9.4**	**-**	**-**	**A**	**9.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.55	C	27.3	101'	0.84	D	43.7	#240	0.84	D	43.7	#240	0.84	D	43.7	#240
		WB APPROACH			-	C	27.3	-	-	D	43.7	-	-	D	43.7	-	-	D	43.7	-
	NYS ROUTE 208	NB	TR	500+	0.49	A	4.8	201'	0.67	A	8.4	308'	0.67	A	8.4	308'	0.67	A	8.4	308'
		NB APPROACH			-	A	4.8	-	-	A	8.4	-	-	A	8.4	-	-	A	8.4	-
	NYS ROUTE 208	SB	LT	500+	0.97	D	35.1	#570	2.06	F	495.5	#780	2.06	F	495.5	#780	2.06	F	495.5	#780
		SB APPROACH			-	D	35.1	-	-	F	495.5	-	-	F	495.5	-	-	F	495.5	-
		OVERALL			**-**	**C**	**20.7**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**	**-**	**F**	**233.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.88	E	69.7	#445	0.88	E	69.7	#445	0.88	E	69.7	#445
		WB APPROACH			-	-	-	-	-	E	69.7	-	-	E	69.7	-	-	E	69.7	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.85	D	41.6	864'	0.85	D	41.6	864'	0.85	D	41.6	864'
		NB APPROACH			-	-	-	-	-	D	41.6	-	-	D	41.6	-	-	D	41.6	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.69	D	42.4	m148	0.69	D	42.4	m148	0.69	D	42.4	m148
			T	500+	-	-	-	-	0.62	A	1.0	m525	0.62	A	1.0	m525	0.62	A	1.0	m525
		SB APPROACH			-	-	-	-	-	B	11.9	-	-	B	11.9	-	-	B	11.9	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**	**-**	**C**	**28.2**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.12	C	21.1	31'	0.28	C	20.4	#103	0.28	C	20.4	#103	0.28	C	20.4	#103
		EB APPROACH		-	-	C	21.1	-	-	C	20.4	-	-	C	20.4	-	-	C	20.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.56	C	23.8	#195	0.83	D	36.4	#391	0.83	D	36.4	#391	0.83	D	36.4	#391
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.8	-	-	D	36.4	-	-	D	36.4	-	-	D	36.4	-
	NYS ROUTE 208	NB	LT	500+	0.37	A	7.1	177'	0.55	B	11.8	257'	0.55	B	11.8	257'	0.55	B	11.8	257'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	7.1	-	-	B	11.8	-	-	B	11.8	-	-	B	11.8	-
	NYS ROUTE 208	SB	LTR	450	0.51	A	8.4	288'	0.78	B	18.3	#627	0.78	B	18.3	#627	0.78	B	18.3	#627
		SB APPROACH		-	-	A	8.4	-	-	B	18.3	-	-	B	18.3	-	-	B	18.3	-
		OVERALL		**-**	**-**	**B**	**11.3**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**20.4**	**-**	**-**	**C**	**20.4**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	1.08	F	161.7	#292	1.08	F	161.7	#292	1.08	F	161.7	#292
		EB APPROACH		-	-	-	-	-	-	F	161.7	-	-	F	161.7	-	-	F	161.7	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.94	E	77.9	#543	0.94	E	77.9	#543	0.94	E	77.9	#543
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	77.9	-	-	E	77.9	-	-	E	77.9	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.17	C	25.1	m44	0.17	C	25.1	m44	0.17	C	25.1	m44
			T	500+	-	-	-	-	0.66	D	36.3	m552	0.66	D	36.3	m552	0.66	D	36.3	m552
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	D	35.4	-	-	D	35.4	-	-	D	35.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.43	C	28.2	m80	0.43	C	28.2	m80	0.43	C	28.2	m80
			TR	450	-	-	-	-	0.84	B	16.6	#863	0.84	B	16.6	#863	0.84	B	16.6	#863
		SB APPROACH		-	-	-	-	-	-	B	18.4	-	-	B	18.4	-	-	B	18.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**48.6**	**-**	**-**	**D**	**48.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH W/ THREE LANE WB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.66	E	70.6	138'	0.66	E	70.6	138'	0.66	E	70.6	138'
		EB	R	50	-	-	-	-	0.81	F	88.3	37'	0.81	F	88.3	37'	0.81	F	88.3	37'
		EB APPROACH		-	-	-	-	-	-	E	79.8	-	-	E	79.8	-	-	E	79.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L	500+	-	-	-	-	0.90	E	71.1	485'	0.90	E	71.1	485'	0.90	E	71.1	485'
			T	500+	-	-	-	-	0.05	D	45.2	38'	0.05	D	45.2	38'	0.05	D	45.2	38'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	69.8	-	-	E	69.8	-	-	E	69.8	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m44'	0.15	C	23.2	m44'	0.15	C	23.2	m44'
			T	500+	-	-	-	-	0.64	C	34.5	m544'	0.64	C	34.5	m544'	0.64	C	34.5	m544'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	33.5	-	-	C	33.5	-	-	C	33.5	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.40	C	26.2	m79'	0.40	C	26.2	m79'	0.40	C	26.2	m79'
			TR	450	-	-	-	-	0.81	B	13.1	m#840'	0.81	B	13.1	m#840'	0.81	B	13.1	m#840'
		SB APPROACH		-	-	-	-	-	-	B	15.2	-	-	B	15.2	-	-	B	15.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**37.9**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.53	F	55.8	65'	1.13	F	236.2	158'	1.13	F	236.2	158'	1.13	F	236.2	158'
	NYS ROUTE 208	NB	LT	500+	0.08	A	8.8	8'	0.11	A	9.5	10'	0.11	A	9.5	10'	0.11	A	9.5	10'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.41	C	20.8	33'	0.41	C	20.8	33'	0.41	C	20.8	33'
			R	50	-	-	-	-	0.61	C	22.6	50'	0.61	C	22.6	50'	0.61	C	22.6	50'
		SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	C	21.8	-	-	C	21.8	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.18	A	5.3	24'	0.18	A	5.3	24'	0.18	A	5.3	24'
			T	-	-	-	-	-	0.83	A	4.8	488'	0.83	A	4.8	488'	0.83	A	4.8	488'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.54	A	2.9	164'	0.54	A	2.9	164'	0.54	A	2.9	164'
		SB APPROACH		-	-	-	-	-	-	A	2.9	-	-	A	2.9	-	-	A	2.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	22.0	8'	0.15	D	32.5	13'	0.15	D	32.5	13'	0.15	D	32.5	13'
	NYS ROUTE 208	NEB	LT	500+	0.04	A	8.7	3'	0.05	A	9.2	3'	0.05	A	9.2	3'	0.05	A	9.2	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.24	C	29.0	26'	0.24	C	29.0	26'	0.24	C	29.0	26'
		SEB APPROACH		-	-	-	-	-	-	C	29.0	-	-	C	29.0	-	-	C	29.0	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.78	A	5.0	479'	0.78	A	5.0	479'	0.78	A	5.0	479'
		NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.49	A	2.8	141'	0.49	A	2.8	141'	0.49	A	2.8	141'
		SWB APPROACH		-	-	-	-	-	-	A	2.8	-	-	A	2.8	-	-	A	2.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.5**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	1.62	F	374.7	365'	4.32	F	>1000	708'	4.32	F	>1000	708'	4.32	F	>1000	708'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.5	0'	0.01	A	9.5	0'	0.01	A	9.5	0'
	WITH SIGNALIZATION																				
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.77	E	72.8	#369	0.77	E	72.8	#369	0.77	E	72.8	#369
		EB APPROACH		-	-	-	-	-	-	E	72.8	-	-	E	72.8	-	-	E	72.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.84	B	18.3	m338	0.84	B	18.3	m338	0.84	B	18.3	m338
		NB APPROACH		-	-	-	-	-	-	B	18.3	-	-	B	18.3	-	-	B	18.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.59	B	10.9	445'	0.59	B	10.9	445'	0.59	B	10.9	445'
		SB APPROACH		-	-	-	-	-	-	B	10.9	-	-	B	10.9	-	-	B	10.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**21.9**	**-**	**-**	**C**	**21.9**	**-**	**-**	**C**	**21.9**	**-**
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																			
	FAIRWAY DRIVE	EB	LR	315	0.03	C	21.8	3'	0.06	E	37.2	5'	0.06	E	37.2	5'	0.06	E	37.2	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.7	0'	0.01	A	9.4	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	W/ SIGNALIZATION																				
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	D	36.2	14'	0.09	D	36.2	14'	0.09	D	36.2	14'
		EB APPROACH		-	-	-	-	-	-	D	36.2	-	-	D	36.2	-	-	D	36.2	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.88	A	9.5	#998	0.88	A	9.5	#998	0.88	A	9.5	#998
		NB APPROACH		-	-	-	-	-	-	A	9.5	-	-	A	9.5	-	-	A	9.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.52	A	2.4	153'	0.52	A	2.4	153'	0.52	A	2.4	153'
		SB APPROACH		-	-	-	-	-	-	A	2.4	-	-	A	2.4	-	-	A	2.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**7.0**	**-**	**-**	**A**	**7.0**	**-**
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																			
	DUELK AVENUE	EB	LTR	100	0.66	C	31.8	55'	0.68	C	32.0	57'	0.68	C	32.0	57'	0.68	C	32.0	57'
		EB APPROACH		-	-	C	31.8	-	-	C	32.0	-	-	C	32.0	-	-	C	32.0	-
	DUELK AVENUE	WB	LT	500+	0.57	C	32.5	64'	0.60	C	32.9	68'	0.60	C	32.9	68'	0.60	C	32.9	68'
			R	500+	0.21	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'	0.22	C	28.7	0'
		WB APPROACH		-	-	C	31.6	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.76	B	12.6	#671	0.91	C	21.8	#865	0.91	C	21.8	#865	0.91	C	21.8	#865
		NEB APPROACH		-	-	B	12.6	-	-	C	21.8	-	-	C	21.8	-	-	C	21.8	-
	NYS ROUTE 208	SWB	LTR	375	0.42	A	6.6	229'	0.54	A	8.0	338'	0.54	A	8.0	338'	0.54	A	8.0	338'
		SWB APPROACH		-	-	A	6.6	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		**-**	**-**	**B**	**12.5**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**18.0**	**-**
	WITH TIMING IMPROVEMENTS																				
	DUELK AVENUE	EB	LTR	100	-	-	-	-	0.78	E	68.4	107'	0.78	E	68.4	107'	0.78	E	68.4	107'
		EB APPROACH		-	-	-	-	-	-	E	68.4	-	-	E	68.4	-	-	E	68.4	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	0.74	E	72.3	122'	0.74	E	72.3	122'	0.74	E	72.3	122'
			R	500+	-	-	-	-	0.27	E	62.3	4'	0.27	E	62.3	4'	0.27	E	62.3	4'
		WB APPROACH		-	-	-	-	-	-	E	69.9	-	-	E	69.9	-	-	E	69.9	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	0.77	B	11.5	#1128	0.77	B	11.5	#1128	0.77	B	11.5	#1128
		NB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	11.5	-	-	B	11.5	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	0.46	A	5.8	357'	0.46	A	5.8	357'	0.46	A	5.8	357'
		SB APPROACH		-	-	-	-	-	-	A	5.8	-	-	A	5.8	-	-	A	5.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.5**	**-**	**-**	**B**	**14.5**	**-**	**-**	**B**	**14.5**	**-**

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.15	C	21.9	13'	0.24	D	34.0	23'	0.24	D	34.0	23'	0.24	D	34.0	23'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.4	3'	0.03	A	8.9	3'	0.03	A	8.9	3'	0.03	A	8.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.30	C	23.8	36'	0.30	C	23.8	36'	0.30	C	23.8	36'
		SEB APPROACH		-	-	-	-	-	-	C	23.8	-	-	C	23.8	-	-	C	23.8	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.72	A	4.9	363'	0.72	A	4.9	363'	0.72	A	4.9	363'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.48	A	3.2	135'	0.48	A	3.2	135'	0.48	A	3.2	135'
		SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.07	C	20.2	5'	0.11	D	27.7	10'	0.11	D	27.7	10'	0.11	D	27.7	10'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.5	0'	0.00	B	10.2	0'	0.00	B	10.2	0'	0.00	B	10.2	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.14	C	22.0	24'	0.14	C	22.0	24'	0.14	C	22.0	24'
		NB APPROACH		-	-	-	-	-	-	C	22.0	-	-	C	22.0	-	-	C	22.0	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.75	A	5.1	325'	0.75	A	5.1	325'	0.75	A	5.1	325'
		NEB APPROACH		-	-	-	-	-	-	A	5.1	-	-	A	5.1	-	-	A	5.1	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.45	A	3.2	128'	0.45	A	3.2	128'	0.45	A	3.2	128'
		SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.02	C	21.0	3'	0.03	D	29.8	10'	0.03	D	29.8	10'	0.03	D	29.8	10'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.4	0'	0.00	-	8.8	0'	0.00	-	8.8	0'	0.00	-	8.8	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.04	C	21.8	9'	0.04	C	21.8	9'	0.04	C	21.8	9'
		SEB APPROACH		-	-	-	-	-	-	C	21.8	-	-	C	21.8	-	-	C	21.8	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.71	A	4.9	293'	0.71	A	4.9	293'	0.71	A	4.9	293'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.47	A	3.2	113'	0.47	A	3.2	113'	0.47	A	3.2	113'
		SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.3**	-	-	**A**	**4.3**	-	-	**A**	**4.3**	-
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.12	C	20.7	10'	0.18	D	28.9	15'	0.18	D	28.9	15'	0.18	D	28.9	15'
	NYS ROUTE 208	SWB	LT	300	0.03	A	9.6	3'	0.04	B	10.4	3'	0.04	B	10.4	3'	0.04	B	10.4	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.26	C	23.3	31'	0.26	C	23.3	31'	0.26	C	23.3	31'
		NWB APPROACH		-	-	-	-	-	-	C	23.3	-	-	C	23.3	-	-	C	23.3	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.74	A	5.0	338'	0.74	A	5.0	338'	0.74	A	5.0	338'
		NEB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.47	A	3.2	148'	0.47	A	3.2	148'	0.47	A	3.2	148'
		SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.10	D	25.6	8'	0.18	E	42.2	15'	0.18	E	42.2	15'	0.18	E	42.2	15'
	MERRIEWOLD LANE	NWB	LTR	500+	0.23	D	29.0	23'	0.38	E	49.9	40'	0.38	E	49.9	40'	0.38	E	49.9	40'
	NYS ROUTE 208	NEB	LTR	315	0.01	A	8.3	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	NYS ROUTE 208	SWB	LTR	500+	0.02	A	9.5	3'	0.02	B	10.3	3'	0.02	B	10.3	3'	0.02	B	10.3	3'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.08	C	22.2	40'	0.08	C	22.2	40'	0.08	C	22.2	40'
		SEB APPROACH		-	-	-	-	-	-	C	22.2	-	-	C	22.2	-	-	C	22.2	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	C	22.8	38'	0.20	C	22.8	38'	0.20	C	22.8	38'
		NWB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	22.8	-	-	C	22.8	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.71	A	4.9	376'	0.71	A	4.9	376'	0.71	A	4.9	376'
		NEB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.46	A	3.2	131'	0.46	A	3.2	131'	0.46	A	3.2	131'
		SWB APPROACH		-	-	-	-	-	-	A	3.2	-	-	A	3.2	-	-	A	3.2	-
		OVERALL		-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	17.9	0'	0.02	C	23.0	3'	0.02	C	23.0	3'	0.02	C	23.0	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	9.4	0'	0.00	B	10.1	0'	0.00	B	10.1	0'	0.00	B	10.1	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.23	E	45.9	20'	0.42	F	96.2	40'	0.42	F	96.2	40'	0.42	F	96.2	40'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.25	D	26.7	25'	0.40	E	44.7	43'	0.40	E	44.7	43'	0.40	E	44.7	43'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.3	3'	0.02	A	8.8	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.02	A	9.4	3'	0.03	B	10.1	3'	0.03	B	10.1	3'	0.03	B	10.1	3'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.10	C	20.6	35'	0.10	C	20.6	35'	0.10	C	20.6	35'
		EB APPROACH		-	-	-	-	-	-	C	20.6	-	-	C	20.6	-	-	C	20.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.24	C	21.3	44'	0.24	C	21.3	44'	0.24	C	21.3	44'
		WB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	21.3	-	-	C	21.3	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.71	A	5.0	356'	0.71	A	5.0	356'	0.71	A	5.0	356'
		NB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	5.0	-	-	A	5.0	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.47	A	3.4	150'	0.47	A	3.4	150'	0.47	A	3.4	150'
		SB APPROACH		-	-	-	-	-	-	A	3.4	-	-	A	3.4	-	-	A	3.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.13	C	22.6	10'	0.21	E	36.0	20'	0.21	E	36.0	20'	0.21	E	36.0	20'
	NYS ROUTE 208	SB	LT	120	0.00	A	9.9	0'	0.00	B	11.1	0'	0.00	B	11.1	0'	0.00	B	11.1	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.30	C	30.6	36'	0.30	C	30.6	36'	0.30	C	30.6	36'
		WB APPROACH		-	-	-	-	-	-	C	30.6	-	-	C	30.6	-	-	C	30.6	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.82	A	6.1	482'	0.82	A	6.1	482'	0.82	A	6.1	482'
			R	150	-	-	-	-	0.00	A	1.5	1'	0.00	A	1.5	1'	0.00	A	1.5	1'
		NB APPROACH		-	-	-	-	-	-	A	6.1	-	-	A	6.1	-	-	A	6.1	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.01	B	12.1	1'	0.01	B	12.1	1'	0.01	B	12.1	1'
			T	500+	-	-	-	-	0.54	A	2.9	173'	0.54	A	2.9	173'	0.54	A	2.9	173'
		SB APPROACH		-	-	-	-	-	-	A	3.0	-	-	A	3.0	-	-	A	3.0	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**	**-**	**A**	**5.2**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			T		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**0.0**	**-**	**-**	**A**	**0.0**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH			-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH			-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SB APPROACH			-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**0.0**	**-**	**-**	**A**	**0.0**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.9	0'	0.02	A	8.1	0'	0.02	A	8.1	0'	0.02	A	8.1	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.04	B	12.1	3'	0.05	B	13.3	0'	0.05	B	13.3	0'	0.05	B	13.3	0'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.6	0'	0.01	B	12.6	0'	0.01	B	12.6	0'	0.01	B	12.6	0'

TABLE NO. 3G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SEPTEMBER FRIDAY PEAK PM HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.13	C	29.1	56'	0.13	C	29.9	53'	0.13	C	29.9	53'	0.13	C	29.9	53'
			TR	140	0.90	D	43.2	#426	0.90	D	35.1	383'	0.90	D	35.1	383'	0.90	D	35.1	383'
		EB APPROACH		-	-	D	41.7	-	-	C	34.5	-	-	C	34.5	-	-	C	34.5	-
	NYS ROUTE 94	WB	L	100	0.67	C	30.3	186'	0.73	D	37.4	#289	0.73	D	37.4	#289	0.73	D	37.4	#289
			T	220	0.86	C	31.5	321'	0.87	C	34.8	366'	0.87	C	34.8	366'	0.87	C	34.8	366'
			R	95	0.27	A	6.4	16'	0.27	A	6.8	18'	0.27	A	6.8	18'	0.27	A	6.8	18'
		WB APPROACH		-	-	C	26.1	-	-	C	30.1	-	-	C	30.1	-	-	C	30.1	-
	NYS ROUTE 208	NB	L	40	0.07	C	23.0	28'	0.11	C	26.4	42'	0.11	C	26.4	42'	0.11	C	26.4	42'
			TR	140	0.94	E	60.6	#496	1.28	F	183.0	#704	1.28	F	183.0	#704	1.28	F	183.0	#704
		NB APPROACH		-	-	E	58.0	-	-	F	170.5	-	-	F	170.5	-	-	F	170.5	-
		SB	L	65	0.66	C	21.9	144'	0.75	C	25.4	185'	0.75	C	25.4	185'	0.75	C	25.4	185'
			TR	125	0.26	C	20.0	102'	0.37	C	24.5	176'	0.37	C	24.5	176'	0.37	C	24.5	176'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	24.9	-	-	C	24.9	-	-	C	24.9	-
		OVERALL		**-**	**-**	**D**	**35.2**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**61.6**	**-**	**-**	**E**	**61.6**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.15	C	33.4	42'	0.15	C	33.4	42'	0.15	C	33.4	42'
			TR	140	-	-	-	-	0.91	D	45.2	401'	0.91	D	45.2	401'	0.91	D	45.2	401'
		EB APPROACH		-	-	-	-	-	-	D	43.9	-	-	D	43.9	-	-	D	43.9	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	E	59.2	#222	0.88	E	59.2	#222	0.88	E	59.2	#222
			T	220	-	-	-	-	0.88	D	38.6	364'	0.88	D	38.6	364'	0.88	D	38.6	364'
			R	95	-	-	-	-	0.31	A	9.1	38'	0.31	A	9.1	38'	0.31	A	9.1	38'
		WB APPROACH		-	-	-	-	-	-	D	39.3	-	-	D	39.3	-	-	D	39.3	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.3	37'	0.09	C	21.3	37'	0.09	C	21.3	37'
			TR	140	-	-	-	-	0.90	D	42.9	#502	0.90	D	42.9	#502	0.90	D	42.9	#502
		NB APPROACH		-	-	-	-	-	-	D	41.1	-	-	D	41.1	-	-	D	41.1	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.86	D	48.6	#215	0.86	D	48.6	#215	0.86	D	48.6	#215
			TR	125	-	-	-	-	0.32	C	21.7	156'	0.32	C	21.7	156'	0.32	C	21.7	156'
		SB APPROACH		-	-	-	-	-	-	D	35.7	-	-	D	35.7	-	-	D	35.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**	**-**	**D**	**40.0**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.18	C	18.7	18'	0.28	D	27.6	28'	0.28	D	27.6	28'	0.28	D	27.6	28'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.3	0'	0.02	A	8.7	3'	0.02	A	8.7	3'	0.02	A	8.7	3'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 4G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.70	E	36.3	125'	0.90	F	69.3	203'	0.90	F	69.3	203'	0.90	F	69.3	203'
	NYS ROUTE 208	SB	LT	500+	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'	-	A	0.0	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	190'	0.87	D	48.3	190'	0.87	D	48.3	190'
		WB APPROACH			-	-	-	-	-	D	48.3	-	-	D	48.3	-	-	D	48.3	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.59	A	8.0	311'	0.59	A	8.0	311'	0.59	A	8.0	311'
		NB APPROACH			-	-	-	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.34	A	5.3	164'	0.34	A	5.3	164'	0.34	A	5.3	164'
		SB APPROACH			-	-	-	-	-	A	5.3	-	-	A	5.3	-	-	A	5.3	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**	**-**	**B**	**14.2**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.15	B	14.2	13'	0.19	C	16.3	18'	0.19	C	16.3	18'	0.19	C	16.3	18'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	12.9	3'	0.05	B	14.2	5'	0.05	B	14.2	5'	0.05	B	14.2	5'
	NYS ROUTE 208	NB	LTR	500+	0.04	A	8.0	3'	0.05	A	8.2	5'	0.05	A	8.2	5'	0.05	A	8.2	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	8.2	0'	0.00	A	8.4	0'	0.00	A	8.4	0'	0.00	A	8.4	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.03	B	10.0	3'	0.04	B	10.1	3'	0.04	B	10.1	3'	0.04	B	10.1	3'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.16	C	15.7	15'	0.22	C	18.7	20'	0.22	C	18.7	20'	0.22	C	18.7	20'
	NYS ROUTE 208	SB	LT	500+	0.03	A	9.1	3'	0.03	A	9.5	3'	0.03	A	9.5	3'	0.03	A	9.5	3'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.45	E	63.2	63'	0.45	E	63.2	63'	0.45	E	63.2	63'
			R	500+	-	-	-	-	0.45	E	60.8	34'	0.45	E	60.8	34'	0.45	E	60.8	34'
		WB APPROACH			-	-	-	-	-	E	61.9	-	-	E	61.9	-	-	E	61.9	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.50	A	4.6	317'	0.50	A	4.6	317'	0.50	A	4.6	317'
			R	50	-	-	-	-	0.03	A	1.3	5'	0.03	A	1.3	5'	0.03	A	1.3	5'
		NB APPROACH			-	-	-	-	-	A	4.4	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.05	A	2.6	7'	0.05	A	2.6	7'	0.05	A	2.6	7'
			T	500+	-	-	-	-	0.48	A	2.6	204'	0.48	A	2.6	204'	0.48	A	2.6	204'
		SB APPROACH			-	-	-	-	-	A	2.6	-	-	A	2.6	-	-	A	2.6	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.0**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.3	-	-	A	6.3	-	-	A	6.3	-
		NB APPROACH		150	-	-	-	-	-	A	5.6	-	-	A	5.6	-	-	A	5.6	-
		SB APPROACH		550+	-	-	-	-	-	A	5.7	-	-	A	5.7	-	-	A	5.7	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**	**-**	**A**	**5.7**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.42	C	28.2	62'	0.54	C	27.7	94'	0.54	C	27.7	94'	0.54	C	27.7	94'
		WB APPROACH			-	C	28.2	-	-	C	27.7	-	-	C	27.7	-	-	C	27.7	-
	NYS ROUTE 208	NB	TR	500+	0.40	A	3.1	135'	0.50	A	4.5	209'	0.50	A	4.5	209'	0.50	A	4.5	209'
		NB APPROACH			-	A	3.1	-	-	A	4.5	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	LT	500+	0.88	B	16.2	#511	1.26	F	139.9	#745	1.26	F	139.9	#745	1.26	F	139.9	#745
		SB APPROACH			-	B	16.2	-	-	F	139.9	-	-	F	139.9	-	-	F	139.9	-
		OVERALL			**-**	**B**	**10.9**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**	**-**	**E**	**69.7**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.82	E	74.0	206'	0.82	E	74.0	206'	0.82	E	74.0	206'
		WB APPROACH			-	-	-	-	-	E	74.0	-	-	E	74.0	-	-	E	74.0	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.67	C	30.4	585'	0.67	C	30.4	585'	0.67	C	30.4	585'
		NB APPROACH			-	-	-	-	-	C	30.4	-	-	C	30.4	-	-	C	30.4	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.55	C	25.7	111'	0.55	C	25.7	111'	0.55	C	25.7	111'
			T	500+	-	-	-	-	0.41	A	0.6	100'	0.41	A	0.6	100'	0.41	A	0.6	100'
		SB APPROACH			-	-	-	-	-	A	9.8	-	-	A	9.8	-	-	A	9.8	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**	**-**	**C**	**21.5**	**-**

TABLE NO. 4G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.07	C	22.1	21'	0.28	C	22.4	59'	0.28	C	22.4	59'	0.28	C	22.4	59'
		EB APPROACH		-	-	C	22.1	-	-	C	22.4	-	-	C	22.4	-	-	C	22.4	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.44	C	23.9	111'	0.53	C	23.7	153'	0.53	C	23.7	153'	0.53	C	23.7	153'
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	23.9	-	-	C	23.7	-	-	C	23.7	-	-	C	23.7	-
	NYS ROUTE 208	NB	LT	500+	0.26	A	4.7	126'	0.37	A	6.3	177'	0.37	A	6.3	177'	0.37	A	6.3	177'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	4.7	-	-	A	6.3	-	-	A	6.3	-	-	A	6.3	-
	NYS ROUTE 208	SB	LTR	450	0.50	A	6.5	306'	0.62	A	9.4	#486	0.62	A	9.4	#486	0.62	A	9.4	#486
		SB APPROACH		-	-	A	6.5	-	-	A	9.4	-	-	A	9.4	-	-	A	9.4	-
		OVERALL		**-**	**-**	**A**	**8.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**11.6**	**-**	**-**	**B**	**11.6**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.85	E	73.1	152'	0.85	E	73.1	152'	0.85	E	73.1	152'
		EB APPROACH		-	-	-	-	-	-	E	73.1	-	-	E	73.1	-	-	E	73.1	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55	0.15	C	23.2	m55	0.15	C	23.2	m55
			T	500+	-	-	-	-	0.48	C	31.3	334'	0.48	C	31.3	334'	0.48	C	31.3	334'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m59	0.22	C	22.5	m59	0.22	C	22.5	m59
			TR	450	-	-	-	-	0.81	B	13.0	#821	0.81	B	13.0	#821	0.81	B	13.0	#821
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**32.1**	**-**	**-**	**C**	**32.1**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.73	E	74.1	109'	0.73	E	74.1	109'	0.73	E	74.1	109'
		EB	R	50	-	-	-	-	0.72	E	75.1	0'	0.72	E	75.1	0'	0.72	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.6	-	-	E	74.6	-	-	E	74.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.90	E	74.5	296'	0.90	E	74.5	296'	0.90	E	74.5	296'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	74.5	-	-	E	74.5	-	-	E	74.5	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.15	C	23.2	m55'	0.15	C	23.2	m55'	0.15	C	23.2	m55'
			T	500+	-	-	-	-	0.48	C	31.3	324'	0.48	C	31.3	324'	0.48	C	31.3	324'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	30.3	-	-	C	30.3	-	-	C	30.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.22	C	22.5	m58'	0.22	C	22.5	m58'	0.22	C	22.5	m58'
			TR	450	-	-	-	-	0.81	B	13.0	374'	0.81	B	13.0	374'	0.81	B	13.0	374'
		SB APPROACH		-	-	-	-	-	-	B	14.1	-	-	B	14.1	-	-	B	14.1	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**32.2**	**-**	**-**	**C**	**32.2**	**-**	**-**	**C**	**32.2**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.20	C	16.7	18'	0.24	C	19.4	23'	0.24	C	19.4	23'	0.24	C	19.4	23'
	NYS ROUTE 208	NB	LT	500+	0.03	A	8.8	3'	0.04	A	9.2	3'	0.04	A	9.2	3'	0.04	A	9.2	3'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.08	B	12.3	26'	0.08	B	12.3	26'	0.08	B	12.3	26'
			R	50	-	-	-	-	0.82	B	19.3	11'	0.82	B	19.3	11'	0.82	B	19.3	11'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	B	18.6	-	-	B	18.6	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.07	A	6.7	10'	0.07	A	6.7	10'	0.07	A	6.7	10'
			T	-	-	-	-	-	0.67	A	4.2	173'	0.67	A	4.2	173'	0.67	A	4.2	173'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.4	-	-	A	4.4	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.2	169'	0.66	A	4.2	169'	0.66	A	4.2	169'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.07	C	16.3	5'	0.08	C	18.4	8'	0.08	C	18.4	8'	0.08	C	18.4	8'
	NYS ROUTE 208	NEB	LT	500+	0.02	A	8.8	3'	0.02	A	9.1	3'	0.02	A	9.1	3'	0.02	A	9.1	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.14	B	15.6	17'	0.14	B	15.6	17'	0.14	B	15.6	17'
		SEB APPROACH		-	-	-	-	-	-	B	15.6	-	-	B	15.6	-	-	B	15.6	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.56	A	4.6	167'	0.56	A	4.6	167'	0.56	A	4.6	167'
		NEB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.59	A	4.6	156'	0.59	A	4.6	156'	0.59	A	4.6	156'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-

TABLE NO. 4G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.55	E	48.0	73'	0.80	F	97.6	120'	0.80	F	97.6	120'	0.80	F	97.6	120'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.0	0'	0.01	A	9.4	0'	0.01	A	9.4	0'	0.01	A	9.4	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.30	D	53.4	143'	0.30	D	53.4	143'	0.30	D	53.4	143'
		EB APPROACH		-	-	-	-	-	-	D	53.4	-	-	D	53.4	-	-	D	53.4	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.50	A	8.6	110'	0.50	A	8.6	110'	0.50	A	8.6	110'
		NB APPROACH		-	-	-	-	-	-	A	8.6	-	-	A	8.6	-	-	A	8.6	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.58	B	11.1	442'	0.58	B	11.1	442'	0.58	B	11.1	442'
		SB APPROACH		-	-	-	-	-	-	B	11.1	-	-	B	11.1	-	-	B	11.1	-
		OVERALL		-	-	-	-	-	-	**B**	**12.8**	-	-	**B**	**12.8**	-	-	**B**	**12.8**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.06	C	23.7	5'	0.08	D	30.4	8'	0.08	D	30.4	8'	0.08	D	30.4	8'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.01	A	9.6	0'	0.01	A	9.6	0'	0.01	A	9.6	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.09	B	18.9	13'	0.09	B	18.9	13'	0.09	B	18.9	13'
		EB APPROACH		-	-	-	-	-	-	B	18.9	-	-	B	18.9	-	-	B	18.9	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.62	A	4.5	208'	0.62	A	4.5	208'	0.62	A	4.5	208'
		NB APPROACH		-	-	-	-	-	-	A	4.5	-	-	A	4.5	-	-	A	4.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.66	A	4.6	211'	0.66	A	4.6	211'	0.66	A	4.6	211'
		SB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-	-	**A**	**4.7**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.62	C	31.7	46'	0.64	C	31.9	49'	0.64	C	31.9	49'	0.64	C	31.9	49'
		EB APPROACH		-	-	C	31.7	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	DUELK AVENUE	WB	LT	500+	0.59	C	32.4	68'	0.62	C	33.0	72'	0.62	C	33.0	72'	0.62	C	33.0	72'
			R	500+	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'	0.22	C	28.5	0'
		WB APPROACH		-	-	C	31.4	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NEB	LTR	500+	0.53	A	7.7	317'	0.60	A	8.9	#408	0.60	A	8.9	#408	0.60	A	8.9	#408
		NEB APPROACH		-	-	A	7.7	-	-	A	8.9	-	-	A	8.9	-	-	A	8.9	-
	NYS ROUTE 208	SWB	LTR	375	0.48	A	7.0	271'	0.54	A	8.0	339'	0.54	A	8.0	339'	0.54	A	8.0	339'
		SWB APPROACH		-	-	A	7.0	-	-	A	8.0	-	-	A	8.0	-	-	A	8.0	-
		OVERALL		-	-	**B**	**10.0**	-	-	**B**	**10.9**	-	-	**B**	**10.9**	-	-	**B**	**10.9**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 4G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR		165	0.12	C	16.7	10'	0.15	C	19.6	13'	0.15	C	19.6	13'	0.15	C	19.6	13'
	NYS ROUTE 208	NEB	LT		395	0.03	A	8.7	3'	0.04	A	8.9	3'	0.04	A	8.9	3'	0.04	A	8.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR		165	-	-	-	-	0.23	B	14.8	23'	0.23	B	14.8	23'	0.23	B	14.8	23'
		SEB APPROACH			-	-	-	-	-	-	B	14.8	-	-	B	14.8	-	-	B	14.8	-
	NYS ROUTE 208	NEB	LT		395	-	-	-	-	0.56	A	4.7	165'	0.56	A	4.7	165'	0.56	A	4.7	165'
		NEB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR		30	-	-	-	-	0.57	A	4.7	145'	0.57	A	4.7	145'	0.57	A	4.7	145'
		SWB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	**A**	**5.1**	-	-	**A**	**5.1**	-	-	**A**	**5.1**	-
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR		360	0.04	C	17.9	3'	0.06	C	20.8	5'	0.06	C	20.8	5'	0.06	C	20.8	5'
	NYS ROUTE 208	SWB	LT		500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR		360	-	-	-	-	0.06	B	13.4	12'	0.06	B	13.4	12'	0.06	B	13.4	12'
		NB APPROACH			-	-	-	-	-	-	B	13.4	-	-	B	13.4	-	-	B	13.4	-
	NYS ROUTE 208	NEB	TR		500+	-	-	-	-	0.59	A	4.9	141'	0.59	A	4.9	141'	0.59	A	4.9	141'
		NEB APPROACH			-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SWB	LT		35	-	-	-	-	0.52	A	4.7	135'	0.52	A	4.7	135'	0.52	A	4.7	135'
		SWB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-	-	**A**	**4.9**	-
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR		345	0.02	C	18.2	0'	0.02	C	21.4	3'	0.02	C	21.4	3'	0.02	C	21.4	3'
	NYS ROUTE 208	NEB	LT		500+	0.00	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR		360	-	-	-	-	0.03	B	13.8	6'	0.03	B	13.8	6'	0.03	B	13.8	6'
		SEB APPROACH			-	-	-	-	-	-	B	13.8	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LT		500+	-	-	-	-	0.54	A	4.7	142'	0.54	A	4.7	142'	0.54	A	4.7	142'
		NEB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
	NYS ROUTE 208	SWB	TR		500+	-	-	-	-	0.58	A	4.8	135'	0.58	A	4.8	135'	0.58	A	4.8	135'
		SWB APPROACH			-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL			-	-	-	-	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-	-	**A**	**4.8**	-
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR		500+	0.09	C	15.7	8'	0.11	C	18.1	10'	0.11	C	18.1	10'	0.11	C	18.1	10'
	NYS ROUTE 208	SWB	LT		300	0.02	A	8.7	3'	0.02	A	8.9	3'	0.02	A	8.9	3'	0.02	A	8.9	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR		360	-	-	-	-	0.18	B	14.5	20'	0.18	B	14.5	20'	0.18	B	14.5	20'
		NWB APPROACH			-	-	-	-	-	-	B	14.5	-	-	B	14.5	-	-	B	14.5	-
	NYS ROUTE 208	NEB	TR		500+	-	-	-	-	0.59	A	4.8	151'	0.59	A	4.8	151'	0.59	A	4.8	151'
		NEB APPROACH			-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LT		305	-	-	-	-	0.54	A	4.7	157'	0.54	A	4.7	157'	0.54	A	4.7	157'
		SWB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR		500+	0.08	C	23.5	8'	0.11	D	29.6	10'	0.11	D	29.6	10'	0.11	D	29.6	10'
	MERRIEWOLD LANE	NWB	LTR		500+	0.09	C	19.6	8'	0.12	C	23.3	10'	0.12	C	23.3	10'	0.12	C	23.3	10'
	NYS ROUTE 208	NEB	LTR		315	0.01	A	8.5	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	NYS ROUTE 208	SWB	LTR		500+	0.01	A	8.6	0'	0.01	A	8.8	0'	0.01	A	8.8	0'	0.01	A	8.8	0'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR		500+	-	-	-	-	0.05	B	13.7	14'	0.05	B	13.7	14'	0.05	B	13.7	14'
		SEB APPROACH			-	-	-	-	-	-	B	13.7	-	-	B	13.7	-	-	B	13.7	-
	MERRIEWOLD LANE	NWB	LTR		500+	-	-	-	-	0.08	B	13.8	18'	0.08	B	13.8	18'	0.08	B	13.8	18'
		NWB APPROACH			-	-	-	-	-	-	B	13.8	-	-	B	13.8	-	-	B	13.8	-
	NYS ROUTE 208	NEB	LTR		315	-	-	-	-	0.54	A	4.8	148'	0.54	A	4.8	148'	0.54	A	4.8	148'
		NEB APPROACH			-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SWB	LTR		500+	-	-	-	-	0.53	A	4.7	143'	0.53	A	4.7	143'	0.53	A	4.7	143'
		SWB APPROACH			-	-	-	-	-	-	A	4.7	-	-	A	4.7	-	-	A	4.7	-
		OVERALL			-	-	-	-	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-	-	**A**	**5.0**	-

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LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	C	15.0	0'	0.01	C	16.8	0'	0.01	C	16.8	0'	0.01	C	16.8	0'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.6	0'	0.00	A	8.8	0'	0.00	A	8.8	0'	0.00	A	8.8	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	31.5	15'	0.22	E	42.5	20'	0.22	E	42.5	20'	0.22	E	42.5	20'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.14	C	20.7	13'	0.18	D	25.5	15'	0.18	D	25.5	15'	0.18	D	25.5	15'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.6	3'	0.02	A	8.8	3'	0.02	A	8.8	3'	0.02	A	8.8	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.6	0'	0.02	A	8.9	0'	0.02	A	8.9	0'	0.02	A	8.9	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.07	B	13.5	22'	0.07	B	13.5	22'	0.07	B	13.5	22'
		EB APPROACH		-	-	-	-	-	-	B	13.5	-	-	B	13.5	-	-	B	13.5	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.11	B	13.7	23'	0.11	B	13.7	23'	0.11	B	13.7	23'
		WB APPROACH		-	-	-	-	-	-	B	13.7	-	-	B	13.7	-	-	B	13.7	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.55	A	4.9	159'	0.55	A	4.9	159'	0.55	A	4.9	159'
		NB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.55	A	4.8	150'	0.55	A	4.8	150'	0.55	A	4.8	150'
		SB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.3**	**-**	**-**	**A**	**5.3**	**-**	**-**	**A**	**5.3**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.01	C	15.3	0'	0.01	C	17.7	0'	0.01	C	17.7	0'	0.01	C	17.7	0'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.6	0'	0.00	A	9.0	0'	0.00	A	9.0	0'	0.00	A	9.0	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.02	B	14.6	6'	0.02	B	14.6	6'	0.02	B	14.6	6'
		WB APPROACH		-	-	-	-	-	-	B	14.6	-	-	B	14.6	-	-	B	14.6	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.61	A	4.8	146'	0.61	A	4.8	146'	0.61	A	4.8	146'
			R	150	-	-	-	-	0.00	A	2.7	1'	0.00	A	2.7	1'	0.00	A	2.7	1'
		NB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.8	-	-	A	4.8	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	6.9	2'	0.00	A	6.9	2'	0.00	A	6.9	2'
			T	500+	-	-	-	-	0.63	A	4.9	156'	0.63	A	4.9	156'	0.63	A	4.9	156'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.9	-	-	A	4.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.9**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			R		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
			T		**-**	-	-	-	**-**	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	0.0	-	-	A	0.0	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**0.0**	**-**	**-**	**A**	**0.0**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		NB APPROACH		150	-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		SB APPROACH		550+	-	-	-	-	-	-	-	-	0.00	A	0.0	0'	0.00	A	0.0	0'
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**0.0**	**-**	**-**	**A**	**0.0**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'	0.00	A	7.6	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.03	B	10.4	3'	0.03	B	10.6	3'	0.03	B	10.6	3'	0.03	B	10.6	3'
	WM CORRIE DRIVE	SB	LTR	120	0.00	B	11.8	0'	0.00	B	12.2	0'	0.00	B	12.2	0'	0.00	B	12.2	0'

TABLE NO. 4G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SATURDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																		
	NYS ROUTE 94	EB	L	80	0.06	C	25.3	34'	0.06	C	26.2	33'	0.06	C	26.2	33'	0.06	C	26.2	33'
			TR	140	0.88	D	37.8	314'	0.88	C	33.6	318'	0.88	C	33.6	318'	0.88	C	33.6	318'
		EB APPROACH		-	-	D	36.9	-	-	C	33.1	-	-	C	33.1	-	-	C	33.1	-
	NYS ROUTE 94	WB	L	100	0.68	C	33.7	#281	0.77	D	43.6	#375	0.77	D	43.6	#375	0.77	D	43.6	#375
			T	220	0.79	C	32.5	267'	0.81	C	34.4	284'	0.81	C	34.4	284'	0.81	C	34.4	284'
			R	95	0.35	A	7.6	16'	0.36	A	8.0	16'	0.36	A	8.0	16'	0.36	A	8.0	16'
		WB APPROACH		-	-	C	27.3	-	-	C	31.9	-	-	C	31.9	-	-	C	31.9	-
	NYS ROUTE 208	NB	L	40	0.08	C	23.0	32'	0.10	C	24.4	40'	0.10	C	24.4	40'	0.10	C	24.4	40'
			TR	140	0.90	D	51.6	#464	1.06	F	95.6	#563	1.06	F	95.6	#563	1.06	F	95.6	#563
		NB APPROACH		-	-	D	49.1	-	-	F	88.7	-	-	F	88.7	-	-	F	88.7	-
		SB	L	65	0.62	C	21.7	138'	0.73	C	23.9	159'	0.73	C	23.9	159'	0.73	C	23.9	159'
			TR	125	0.21	C	20.2	99'	0.28	C	22.3	133'	0.28	C	22.3	133'	0.28	C	22.3	133'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.1	-	-	C	23.2	-	-	C	23.2	-	-	C	23.2	-
		OVERALL		-	-	**C**	**32.7**	-	-	**D**	**43.2**	-	-	**D**	**43.2**	-	-	**D**	**43.2**	-
	WITH TIMING IMPROVEMENTS																			
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.06	C	26.9	26'	0.06	C	26.9	26'	0.06	C	26.9	26'
			TR	140	-	-	-	-	0.90	D	44.9	#401	0.90	D	44.9	#401	0.90	D	44.9	#401
		EB APPROACH		-	-	-	-	-	-	D	43.7	-	-	D	43.7	-	-	D	43.7	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.88	D	43.0	206'	0.88	D	43.0	206'	0.88	D	43.0	206'
			T	220	-	-	-	-	0.81	C	34.7	292'	0.81	C	34.7	292'	0.81	C	34.7	292'
			R	95	-	-	-	-	0.37	A	8.6	25'	0.37	A	8.6	25'	0.37	A	8.6	25'
		WB APPROACH		-	-	-	-	-	-	C	32.0	-	-	C	32.0	-	-	C	32.0	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.09	C	21.8		0.09	C	21.8		0.09	C	21.8	
			TR	140	-	-	-	-	0.89	D	39.2	#452	0.89	D	39.2	#452	0.89	D	39.2	#452
		NB APPROACH		-	-	-	-	-	-	D	37.6	-	-	D	37.6	-	-	D	37.6	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.67	C	23.2	148'	0.67	C	23.2	148'	0.67	C	23.2	148'
			TR	125	-	-	-	-	0.25	C	20.1	129'	0.25	C	20.1	129'	0.25	C	20.1	129'
		SB APPROACH		-	-	-	-	-	-	C	21.9	-	-	C	21.9	-	-	C	21.9	-
		OVERALL		-	-	-	-	-	-	**C**	**33.7**	-	-	**C**	**33.7**	-	-	**C**	**33.7**	-
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																		
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.15	B	14.5	13'	0.19	C	16.6	18'	0.19	C	16.6	18'	0.19	C	16.6	18'
	NYS ROUTE 208	NB	LT	500+	0.00	A	8.4	0'	0.00	A	8.6	0'	0.00	A	8.6	0'	0.00	A	8.6	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
1	NYS ROUTE 208 & CLOVE ROAD (C.R. 27)	**UNSIGNALIZED**																			
	CLOVE ROAD	SWB	LR	145	0.56	D	26.2	83'	0.90	F	69.4	203'	0.94	F	79.3	223'	0.97	F	88.1	238'
	NYS ROUTE 208	SB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	8.9	0'	0.00	A	8.9	0'
	WITH SIGNALIZATION																				
	CLOVE ROAD	WB	LR	145	-	-	-	-	0.87	D	48.3	204'	0.87	D	48.9	207'	0.87	D	49.2	209'
		WB APPROACH		-	-	-	-	-	-	D	48.3	-	-	D	48.9	-	-	D	49.2	-
	NYS ROUTE 208	NB	TR	225	-	-	-	-	0.50	A	6.9	271'	0.52	A	6.7	288'	0.53	A	6.9	300'
		NB APPROACH		-	-	-	-	-	-	A	6.9	-	-	A	6.7	-	-	A	6.9	-
	NYS ROUTE 208	SB	LT	500+	-	-	-	-	0.38	A	5.6	212'	0.38	A	5.7	219'	0.39	A	5.8	225'
		SB APPROACH		-	-	-	-	-	-	A	5.6	-	-	A	5.7	-	-	A	5.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**B**	**13.8**	**-**	**-**	**B**	**14.0**	**-**
2	NYS ROUTE 208 & ROUND HILL ROAD	**UNSIGNALIZED**																			
	ROUND HILL ROAD	EB	LTR	400	0.18	B	12.6	18'	0.24	B	14.9	23'	0.24	C	15.3	23'	0.25	C	15.6	25'
	ROUND HILL ROAD	WB	LTR	240	0.04	B	13.1	3'	0.05	C	15.3	5'	0.06	B	14.7	5'	0.07	B	14.5	5'
	NYS ROUTE 208	NB	LTR	500+	0.05	A	8.0	5'	0.06	A	8.3	5'	0.06	A	8.3	5'	0.06	A	8.4	5'
	NYS ROUTE 208	SB	LTR	500+	0.00	A	7.7	0'	0.00	A	8.0	0'	0.01	A	8.0	0'	0.01	A	8.0	0'
3	CLOVE ROAD (C.R. 27) & ROUND HILL ROAD	**UNSIGNALIZED**																			
		SB	LR	335	0.04	B	10.1	3'	0.05	B	10.6	5'	0.06	B	10.6	5'	0.06	B	10.6	5'
		NEB	LT	235	0.01	A	7.7	0'	0.01	A	7.8	0'	0.02	A	7.8	0'	0.02	A	7.8	3'
4	NYS ROUTE 208 & MOUNTAIN ROAD	**UNSIGNALIZED**																			
	MOUNTAIN ROAD	WB	LR	500+	0.29	C	17.8	30'	0.96	F	89.1	223'	1.28	F	198.4	368'	1.59	F	331.0	498'
	NYS ROUTE 208	SB	LT	500+	0.04	A	9.0	3'	0.15	B	10.5	13'	0.20	B	11.1	18'	0.24	B	11.5	23'
	WITH SIGNALIZATION & SB LEFT TURN LANE ON ROUTE 208																				
	MOUNTAIN ROAD	WB	L	500+	-	-	-	-	0.79	E	66.0	191'	0.76	E	64.7	193'	0.67	E	61.4	193'
			R	500+	-	-	-	-	0.48	E	55.2	46'	0.61	E	56.9	54'	0.64	E	56.7	57'
		WB APPROACH		-	-	-	-	-	-	E	61.4	-	-	E	60.8	-	-	D	58.8	-
	NYS ROUTE 208	NB	T	150	-	-	-	-	0.44	A	6.6	345'	0.47	A	7.4	376'	0.50	A	8.8	417'
			R	50	-	-	-	-	0.17	A	1.9	17'	0.17	A	2.0	20'	0.17	A	2.1	23'
		NB APPROACH		-	-	-	-	-	-	A	5.3	-	-	A	6.0	-	-	A	7.1	-
	NYS ROUTE 208	SB	L	100	-	-	-	-	0.23	A	4.3	36'	0.30	A	5.1	43'	0.37	A	6.5	50'
			T	500+	-	-	-	-	0.49	A	4.3	320'	0.51	A	4.7	333'	0.54	A	5.5	352'
		SB APPROACH		-	-	-	-	-	-	A	4.3	-	-	A	4.8	-	-	A	5.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**B**	**11.7**	**-**	**-**	**B**	**12.6**	**-**	**-**	**B**	**13.6**	**-**
	W/ ROUNDABOUT (5)																				
		WB APPROACH		500+	-	-	-	-	-	A	6.4	-	-	A	7.0	-	-	A	7.4	-
		NB APPROACH		150	-	-	-	-	-	A	6.5	-	-	A	7.0	-	-	A	7.4	-
		SB APPROACH		550+	-	-	-	-	-	A	6.8	-	-	A	7.1	-	-	A	7.5	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**A**	**6.6**	**-**	**-**	**A**	**7.1**	**-**	**-**	**A**	**7.4**	**-**
5	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**																			
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	0.36	C	28.0	55'	0.61	C	28.6	118'	0.62	C	29.1	122'	0.63	C	29.5	125'
		WB APPROACH		-	-	C	28.0	-	-	C	28.6	-	-	C	29.1	-	-	C	29.5	-
	NYS ROUTE 208	NB	TR	500+	0.36	A	2.9	112'	0.53	A	5.1	224'	0.54	A	5.3	230'	0.55	A	5.5	236'
		NB APPROACH		-	-	A	2.9	-	-	A	5.1	-	-	A	5.3	-	-	A	5.5	-
	NYS ROUTE 208	SB	LT	500+	0.90	B	17.9	#519	1.61	F	290.8	#908	1.69	F	329.1	#940	1.76	F	357.6	#963
		SB APPROACH		-	-	B	17.9	-	-	F	290.8	-	-	F	329.1	-	-	F	357.6	-
		OVERALL		**-**	**-**	**B**	**12.0**	**-**	**-**	**F**	**148.1**	**-**	**-**	**F**	**167.4**	**-**	**-**	**F**	**181.8**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																				
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR	500+	-	-	-	-	0.84	E	72.1	246'	0.84	E	72.1	257'	0.84	E	72.1	265'
		WB APPROACH		-	-	-	-	-	-	E	72.1	-	-	E	72.1	-	-	E	72.1	-
	NYS ROUTE 208	NB	TR	500+	-	-	-	-	0.69	C	31.3	629'	0.70	C	31.8	648'	0.72	C	32.3	665'
		NB APPROACH		-	-	-	-	-	-	C	31.3	-	-	C	31.8	-	-	C	32.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.68	C	29.6	m188	0.71	C	31.2	m207	0.74	C	32.4	m219
			T	500+	-	-	-	-	0.46	A	0.5	242'	0.47	A	0.6	222'	0.48	A	0.5	231'
		SB APPROACH		-	-	-	-	-	-	B	11.5	-	-	B	12.3	-	-	B	12.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**C**	**22.9**	**-**	**-**	**C**	**23.5**	**-**	**-**	**C**	**23.8**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
6	NYS ROUTE 208 &	**SIGNALIZED**																		
	OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP																			
	OFFICE DRIVEWAY	EB	LTR	50	0.02	C	21.2	0'	0.17	B	19.9	53'	0.17	B	19.9	53'	0.17	B	19.9	53'
		EB APPROACH		-	-	C	21.2	-	-	B	19.9	-	-	B	19.9	-	-	B	19.9	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	0.49	C	24.0	131'	0.67	C	25.7	#309	0.67	C	25.7	#309	0.67	C	25.7	#309
			R	500+	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	C	24.0	-	-	C	25.7	-	-	C	25.7	-	-	D	25.7	-
	NYS ROUTE 208	NB	LT	500+	0.24	A	5.0	112'	0.41	A	9.2	168'	0.44	A	9.5	180'	0.46	A	9.7	190'
			R	195	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	A	5.0	-	-	A	9.2	-	-	A	9.5	-	-	A	9.7	-
	NYS ROUTE 208	SB	LTR	450	0.58	A	8.1	#450	0.81	B	19.0	#639	0.85	C	21.2	#692	0.87	C	23.1	#728
		SB APPROACH		-	-	A	8.1	-	-	B	19.0	-	-	C	21.2	-	-	C	23.1	-
		OVERALL		**-**	**-**	**A**	**9.9**	**-**	**-**	**B**	**18.0**	**-**	**-**	**B**	**19.1**	**-**	**-**	**C**	**20.0**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	OFFICE DRIVEWAY	EB	LTR	50	-	-	-	-	0.83	E	77.6	133'	0.83	E	77.6	133'	0.83	E	77.6	133'
		EB APPROACH		-	-	-	-	-	-	E	77.6	-	-	E	77.6	-	-	E	77.6	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	437'	0.93	E	78.1	437'	0.93	E	78.1	437'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55	0.23	C	27.4	m53	0.27	C	29.7	m53
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.47	C	31.0	346'	0.49	C	31.5	364'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	30.6	-	-	C	31.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94	0.33	C	24.9	m100	0.36	C	26.0	m104
			TR	450	-	-	-	-	0.91	C	20.9	#995	0.94	C	25.1	#1048	0.96	C	28.9	#1088
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	25.0	-	-	C	28.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.9**	**-**	**-**	**D**	**39.5**	**-**	**-**	**D**	**41.2**	**-**
	WITH SIGNAL TIMING IMPROVEMENTS & SEPARATE LEFT TURN LANE ON NYS ROUTE 208 W/ TWO LANE EB APPROACH																			
	OFFICE DRIVEWAY	EB	LT	50	-	-	-	-	0.69	E	74.4	98'	0.69	E	74.4	98'	0.69	E	74.4	98'
		EB	R	50	-	-	-	-	0.67	E	75.1	0'	0.67	E	75.1	0'	0.67	E	75.1	0'
		EB APPROACH		-	-	-	-	-	-	E	74.8	-	-	E	74.8	-	-	E	74.8	-
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT	500+	-	-	-	-	0.93	E	78.1	422'	0.93	E	78.1	422'	0.93	E	78.1	422'
			R	500+	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		WB APPROACH		-	-	-	-	-	-	E	78.1	-	-	E	78.1	-	-	E	78.1	-
	NYS ROUTE 208	NB	L	125	-	-	-	-	0.20	C	25.6	m55'	0.23	C	27.4	m53'	0.27	C	29.7	m53'
			T	500+	-	-	-	-	0.45	C	30.5	327'	0.47	C	31.0	346'	0.49	C	31.5	364'
			R	195	-	-	-	-	-	A	0.0	-	-	A	0.0	-	-	A	0.0	-
		NB APPROACH		-	-	-	-	-	-	C	29.9	-	-	C	30.6	-	-	C	31.3	-
	NYS ROUTE 208	SB	L	150	-	-	-	-	0.30	C	23.4	m94'	0.33	C	24.9	m100'	0.36	C	26.0	m104'
			TR	450	-	-	-	-	0.91	C	20.9	#995'	0.94	C	25.1	#1048'	0.96	C	28.9	#1088'
		SB APPROACH		-	-	-	-	-	-	C	21.3	-	-	C	25.0	-	-	C	28.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**D**	**37.7**	**-**	**-**	**D**	**39.4**	**-**	**-**	**D**	**41.0**	**-**
7	NYS ROUTE 208 &	**UNSIGNALIZED**																		
	PEDDLER HILL ROAD																			
	PEDDLER HILL ROAD	SEB	LR	500+	0.38	D	30.3	43'	0.61	F	59.4	80'	0.74	F	88.2	105'	0.86	F	124.5	125'
	NYS ROUTE 208	NB	LT	500+	0.06	A	9.2	5'	0.08	A	9.9	5'	0.08	B	10.2	8'	0.08	B	10.4	8'
	WITH SIGNALIZATION & SEPARATE LEFT TURN LANE ON NYS ROUTE 208																			
	PEDDLER HILL ROAD	SEB	L	-	-	-	-	-	0.38	B	15.8	27'	0.38	B	17.4	29'	0.38	B	18.8	31'
			R	50	-	-	-	-	0.61	B	17.7	36'	0.62	B	19.3	40'	0.62	C	20.7	43'
		SEB APPROACH		-	-	-	-	-	-	B	16.9	-	-	B	18.6	-	-	B	19.9	-
	NYS ROUTE 208	NB	L	100	-	-	-	-	0.14	A	8.0	18'	0.15	A	8.6	18'	0.15	A	9.1	18'
			T	-	-	-	-	-	0.55	A	3.5	149'	0.59	A	3.4	178'	0.61	A	3.5	205'
		NB APPROACH		-	-	-	-	-	-	A	3.8	-	-	A	3.8	-	-	A	3.9	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.71	A	4.2	242'	0.73	A	4.2	284'	0.75	A	4.3	322'
		SB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.3	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.8**	**-**
8	NYS ROUTE 208 &	**UNSIGNALIZED (4)**																		
	STONEGATE DRIVE																			
	STONEGATE DRIVE	SEB	LR	500+	0.09	C	17.5	8'	0.13	C	22.7	10'	0.15	D	25.9	13'	0.17	D	29.0	15'
	NYS ROUTE 208	NEB	LT	500+	0.01	A	9.0	0'	0.02	A	9.6	3'	0.02	A	9.9	3'	0.02	B	10.1	3'
	W/ SIGNALIZATION																			
	STONEGATE DRIVE	SEB	LR	500+	-	-	-	-	0.19	B	18.6	22'	0.21	C	21.3	23'	0.23	C	23.4	25'
		SEB APPROACH		-	-	-	-	-	-	B	18.6	-	-	C	21.3	-	-	C	23.4	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.52	A	3.9	155'	0.55	A	3.8	184'	0.57	A	3.7	208'
		NEB APPROACH		-	-	-	-	-	-	A	3.9	-	-	A	3.8	-	-	A	3.7	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.66	A	4.7	218'	0.68	A	4.6	254'	0.70	A	4.5	284'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.6	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
9	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH	**UNSIGNALIZED**																		
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	0.97	F	118.2	183'	2.25	F	667.3	483'	2.55	F	806.4	510'	2.77	F	915.7	528'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.3	0'	0.01	B	10.0	0'	0.01	B	10.2	0'	0.01	B	10.3	0'
	WITH SIGNALIZATION																			
	MUSEUM VILLAGE ROAD SOUTH	EB	LR	500+	-	-	-	-	0.51	D	53.8	272'	0.51	D	53.8	272'	0.51	D	53.8	272'
		EB APPROACH		-	-	-	-	-	-	D	53.8	-	-	D	53.8	-	-	D	53.8	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.54	B	11.6	145'	0.57	B	12.1	474'	0.59	B	12.5	506'
		NB APPROACH		-	-	-	-	-	-	B	11.6	-	-	B	12.1	-	-	B	12.5	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.72	B	17.6	730'	0.75	B	18.6	786'	0.77	B	19.4	834'
		SB APPROACH		-	-	-	-	-	-	B	17.6	-	-	B	18.6	-	-	B	19.4	-
		OVERALL		-	-	-	-	-	-	**B**	**19.5**	-	-	**B**	**20.0**	-	-	**C**	**20.4**	-
10	NYS ROUTE 208 & FAIRWAY DRIVE	**UNSIGNALIZED (4)**																		
	FAIRWAY DRIVE	EB	LR	315	0.04	C	17.7	3'	0.05	C	23.9	5'	0.06	D	25.5	5'	0.06	D	26.9	5'
	NYS ROUTE 208	NB	LT	500+	0.01	A	9.2	0'	0.02	A	9.8	0'	0.02	A	10.0	0'	0.02	B	10.1	0'
	W/ SIGNALIZATION																			
	FAIRWAY DRIVE	EB	LR	315	-	-	-	-	0.08	C	21.1	12'	0.09	C	22.5	13'	0.09	C	23.6	13'
		EB APPROACH		-	-	-	-	-	-	C	21.1	-	-	C	22.5	-	-	C	23.6	-
	NYS ROUTE 208	NB	LT	500+	-	-	-	-	0.64	A	4.4	225'	0.66	A	4.3	256'	0.67	A	4.3	261'
		NB APPROACH		-	-	-	-	-	-	A	4.4	-	-	A	4.3	-	-	A	4.3	-
	NYS ROUTE 208	SB	TR	500+	-	-	-	-	0.70	A	4.7	242'	0.71	A	4.6	272'	0.72	A	4.6	274'
		SB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.6	-	-	A	4.6	-
		OVERALL		-	-	-	-	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-	-	**A**	**4.6**	-
11	NYS ROUTE 208 & DUELK AVENUE	**SIGNALIZED**																		
	DUELK AVENUE	EB	LTR	100	0.77	C	33.3	59'	0.77	C	33.1	61'	0.77	C	33.1	61'	0.77	C	33.1	61'
		EB APPROACH		-	-	C	33.3	-	-	C	33.1	-	-	C	33.1	-	-	C	33.1	-
	DUELK AVENUE	WB	LT	500+	0.60	C	33.2	69'	0.63	C	33.9	73'	0.63	C	33.9	73'	0.63	C	33.9	73'
			R	500+	0.23	C	29.0	0'	0.24	C	29.2	0'	0.24	C	29.2	0'	0.24	C	29.2	0'
		WB APPROACH		-	-	C	32.1	-	-	C	32.7	-	-	C	32.7	-	-	C	32.7	-
	NYS ROUTE 208	NEB	LTR	500+	0.49	A	7.6	278'	0.60	A	9.3	#418	0.66	B	10.5	#538	0.70	B	11.4	#599
		NEB APPROACH		-	-	A	7.6	-	-	A	9.3	-	-	B	10.5	-	-	B	11.4	-
	NYS ROUTE 208	SWB	LTR	375	0.52	A	8.0	311'	0.64	B	10.1	#520	0.70	B	11.2	#594	0.73	B	12.3	#646
		SWB APPROACH		-	-	A	8.0	-	-	B	10.1	-	-	B	11.2	-	-	B	12.3	-
		OVERALL		-	-	**B**	**11.1**	-	-	**B**	**12.5**	-	-	**B**	**13.3**	-	-	**B**	**14.0**	-
	WITH TIMING IMPROVEMENTS																			
	DUELK AVENUE	EB	LTR	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DUELK AVENUE	WB	LT	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			R	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	NB	LTR	500+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 208	SB	LTR	375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB APPROACH		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		OVERALL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
12	NYS ROUTE 208 & LAKE SHORE DRIVE	**UNSIGNALIZED**																			
	LAKE SHORE DRIVE	SEB	LR	165	0.13	C	17.3	10'	0.19	C	23.4	18'	0.22	D	27.9	20'	0.25	D	31.8	25'
	NYS ROUTE 208	NEB	LT	395	0.03	A	8.9	3'	0.04	A	9.4	3'	0.04	A	9.7	3'	0.04	A	9.9	3'
	W/ SIGNALIZATION																				
	LAKE SHORE DRIVE	SEB	LR	165	-	-	-	-	0.27	B	17.6	25'	0.30	C	20.2	28'	0.33	C	22.4	29'
		SEB APPROACH		-	-	-	-	-	-	B	17.6	-	-	C	20.2	-	-	C	22.4	-
	NYS ROUTE 208	NEB	LT	395	-	-	-	-	0.53	A	4.1	162'	0.56	A	4.0	195'	0.59	A	3.9	223'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	TR	30	-	-	-	-	0.64	A	4.8	205'	0.66	A	4.6	240'	0.68	A	4.5	267'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.6	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.8**	**-**	**-**	**A**	**4.7**	**-**
13	NYS ROUTE 208 & CAPTAIN CARPENTER ROAD	**UNSIGNALIZED (4)**																			
	CAPTAIN CARPENTER ROAD	NB	LR	360	0.05	C	16.2	3'	0.07	C	20.9	5'	0.08	C	24.1	8'	0.10	D	27.0	8'
	NYS ROUTE 208	SWB	LT	500+	0.01	A	8.5	0'	0.01	A	8.9	0'	0.01	A	9.1	0'	0.01	A	9.3	0'
	W/ SIGNALIZATION																				
	CAPTAIN CARPENTER ROAD	NB	LR	360	-	-	-	-	0.10	B	16.2	16'	0.11	B	18.5	18'	0.12	C	20.4	19'
		NB APPROACH		-	-	-	-	-	-	B	16.2	-	-	B	18.5	-	-	C	20.4	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.54	A	4.2	138'	0.58	A	4.1	164'	0.60	A	4.0	189'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.1	-	-	A	4.0	-
	NYS ROUTE 208	SWB	LT	35	-	-	-	-	0.60	A	4.7	192'	0.62	A	4.6	222'	0.64	A	4.5	250'
		SWB APPROACH		-	-	-	-	-	-	A	4.7	-	-	A	4.6	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**
14	NYS ROUTE 208 & RED BIRD DRIVE	**UNSIGNALIZED (4)**																			
	RED BIRD DRIVE	SEB	LR	345	0.01	C	17.7	0'	0.01	C	23.1	0'	0.01	D	26.7	0'	0.01	D	29.8	0'
	NYS ROUTE 208	NEB	LT	500+	0.00	A	8.7	0'	0.00	A	9.2	0'	0.00	A	9.4	0'	0.00	A	9.6	0'
	W/ SIGNALIZATION																				
	RED BIRD DRIVE	SEB	LR	360	-	-	-	-	0.02	B	15.0	5'	0.02	B	17.1	5'	0.02	B	18.7	5'
		SEB APPROACH		-	-	-	-	-	-	B	15.0	-	-	B	17.1	-	-	B	18.7	-
	NYS ROUTE 208	NEB	LT	500+	-	-	-	-	0.50	A	4.2	122'	0.53	A	4.1	145'	0.56	A	4.0	162'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.1	-	-	A	4.0	-
	NYS ROUTE 208	SWB	TR	500+	-	-	-	-	0.63	A	4.9	165'	0.65	A	4.7	191'	0.66	A	4.6	209'
		SWB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.7	-	-	A	4.6	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.5**	**-**	**-**	**A**	**4.4**	**-**
15	NYS ROUTE 208 & MANGIN ROAD	**UNSIGNALIZED (4)**																			
	MANGIN ROAD	NWB	LR	500+	0.10	C	15.8	8'	0.15	C	20.1	13'	0.17	C	23.4	15'	0.19	D	26.2	18'
	NYS ROUTE 208	SWB	LT	300	0.02	A	8.4	3'	0.02	A	8.8	3'	0.02	A	9.1	3'	0.02	A	9.3	3'
	W/ SIGNALIZATION																				
	MANGIN ROAD	NWB	LR	360	-	-	-	-	0.23	B	16.3	26'	0.26	B	18.6	28'	0.28	C	20.5	31'
		NWB APPROACH		-	-	-	-	-	-	B	16.3	-	-	B	18.6	-	-	C	20.5	-
	NYS ROUTE 208	NEB	TR	500+	-	-	-	-	0.52	A	4.2	136'	0.55	A	4.1	163'	0.57	A	4.0	182'
		NEB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.1	-	-	A	4.0	-
	NYS ROUTE 208	SWB	LT	305	-	-	-	-	0.60	A	4.8	198'	0.62	A	4.6	233'	0.64	A	4.5	259'
		SWB APPROACH		-	-	-	-	-	-	A	4.8	-	-	A	4.6	-	-	A	4.5	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.7**	**-**
16	NYS ROUTE 208 & MERRIEWOLD LANE	**UNSIGNALIZED**																			
	MERRIEWOLD LANE	SEB	LTR	500+	0.05	D	25.6	5'	0.08	E	37.7	8'	0.11	E	47.3	8'	0.13	F	56.3	10'
	MERRIEWOLD LANE	NWB	LTR	500+	0.23	C	24.7	23'	0.37	E	40.4	40'	0.46	F	54.5	50'	0.54	F	71.4	63'
	NYS ROUTE 208	NEB	LTR	315	0.00	A	8.7	0'	0.00	A	9.3	0'	0.00	A	9.5	0'	0.00	A	9.8	0'
	NYS ROUTE 208	SWB	LTR	500+	0.02	A	8.6	3'	0.02	A	9.0	3'	0.03	A	9.3	3'	0.03	A	9.5	3'
	W/ SIGNALIZATION																				
	MERRIEWOLD LANE	SEB	LTR	500+	-	-	-	-	0.03	B	16.6	13'	0.04	B	19.1	15'	0.04	C	21.1	16'
		SEB APPROACH		-	-	-	-	-	-	B	16.6	-	-	B	19.1	-	-	C	21.1	-
	MERRIEWOLD LANE	NWB	LTR	500+	-	-	-	-	0.20	B	17.4	38'	0.22	C	20.1	42'	0.24	C	22.3	46'
		NWB APPROACH		-	-	-	-	-	-	B	17.4	-	-	C	20.1	-	-	C	22.3	-
	NYS ROUTE 208	NEB	LTR	315	-	-	-	-	0.52	A	4.1	172'	0.56	A	4.0	206'	0.58	A	3.9	237'
		NEB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-	-	A	3.9	-
	NYS ROUTE 208	SWB	LTR	500+	-	-	-	-	0.61	A	4.6	232'	0.63	A	4.5	271'	0.65	A	4.4	309'
		SWB APPROACH		-	-	-	-	-	-	A	4.6	-	-	A	4.5	-	-	A	4.4	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**4.9**	**-**	**-**	**A**	**4.8**	**-**

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

					2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
				STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
17	NYS ROUTE 208 & SHANNON LANE	**UNSIGNALIZED (4)**																		
	SHANNON LANE	NWB	LR	175	0.01	B	14.7	0'	0.02	C	17.9	0'	0.02	C	20.1	3'	0.02	C	22.0	3'
	NYS ROUTE 208	SWB	LT	500+	0.00	A	8.4	0'	0.00	A	8.8	0'	0.00	A	9.0	0'	0.00	A	9.2	0'
18	NYS ROUTE 208 & SUNOCO DRIVEWAY/BLOOMING GROVE PLAZA	**UNSIGNALIZED (4)**																		
	SUNOCO DRIVEWA	EB	LTR	25	0.16	D	29.8	13'	0.26	E	49.6	25'	0.27	F	53.1	25'	0.29	F	55.8	28'
	BLOOMING GROVE PLAZA	WB	LTR	40	0.10	C	19.7	8'	0.16	D	28.1	15'	0.17	D	29.5	15'	0.18	D	30.5	15'
	NYS ROUTE 208	NB	LTR	275	0.02	A	8.8	3'	0.03	A	9.3	3'	0.03	A	9.4	3'	0.03	A	9.4	3'
	NYS ROUTE 208	SB	LTR	140	0.01	A	8.4	0'	0.01	A	8.8	0'	0.01	A	8.9	0'	0.01	A	8.9	0'
	W/ SIGNALIZATION																			
	SUNOCO DRIVEWAY	EB	LTR	25	-	-	-	-	0.08	B	15.8	25'	0.09	B	16.2	26'	0.09	B	16.6	26'
		EB APPROACH		-	-	-	-	-	-	B	15.8	-	-	B	16.2	-	-	B	16.6	-
	BLOOMING GROVE PLAZA	WB	LTR	40	-	-	-	-	0.10	B	15.9	21'	0.10	B	16.3	21'	0.10	B	16.6	21'
		WB APPROACH		-	-	-	-	-	-	B	15.9	-	-	B	16.3	-	-	B	16.6	-
	NYS ROUTE 208	NB	LTR	275	-	-	-	-	0.52	A	4.2	154'	0.53	A	4.2	165'	0.54	A	4.2	166'
		NB APPROACH		-	-	-	-	-	-	A	4.2	-	-	A	4.2	-	-	A	4.2	-
	NYS ROUTE 208	SB	LTR	140	-	-	-	-	0.61	A	4.9	203'	0.62	A	4.8	214'	0.62	A	4.8	215'
		SB APPROACH		-	-	-	-	-	-	A	4.9	-	-	A	4.8	-	-	A	4.8	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**	**-**	**A**	**5.0**	**-**
19	NYS ROUTE 208 & ORANGE & ROCKLAND DRIVEWAY	**UNSIGNALIZED**																		
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	0.04	C	18.3	3'	0.05	C	24.5	5'	0.06	D	26.3	5'	0.06	D	27.7	5'
	NYS ROUTE 208	SB	LT	120	0.00	A	8.4	0'	0.00	A	8.9	0'	0.00	A	9.0	0'	0.00	A	9.1	0'
	W/ SIGNALIZATION																			
	ORANGE & ROCKLAND DRIVEWAY	WB	LR	65	-	-	-	-	0.07	B	17.1	13'	0.07	B	18.2	13'	0.07	B	19.0	14'
		WB APPROACH		-	-	-	-	-	-	B	17.1	-	-	B	18.2	-	-	B	19.0	-
	NYS ROUTE 208	NB	T	500+	-	-	-	-	0.55	A	4.1	136'	0.56	A	4.0	146'	0.58	A	4.0	156'
			R	150	-	-	-	-	0.01	A	2.4	2'	0.01	A	2.3	2'	0.01	A	2.2	2'
		NB APPROACH		-	-	-	-	-	-	A	4.1	-	-	A	4.0	-	-	A	4.0	-
	NYS ROUTE 208	SB	L	115	-	-	-	-	0.00	A	5.9	2'	0.00	A	5.9	1'	0.00	A	6.0	1'
			T	500+	-	-	-	-	0.69	A	5.0	208'	0.69	A	4.9	222'	0.70	A	4.9	232'
		SB APPROACH		-	-	-	-	-	-	A	5.0	-	-	A	4.9	-	-	A	4.9	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**A**	**4.7**	**-**	**-**	**A**	**4.6**	**-**	**-**	**A**	**4.6**	**-**
20/ 21	CLOVE ROAD (C.R. 27) & SITE ACCESS DRIVEWAY	**UNSIGNALIZED**																		
		NWB	LR		**-**	-	-	-	**-**	-	-	-	0.02	B	10.5	3'	0.04	B	10.7	3'
		SWB	LT		**-**	-	-	-	**-**	-	-	-	0.01	A	7.8	0'	0.01	A	7.8	0'
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY	**SIGNALIZED**																		
		WB	L		**-**	-	-	-	**-**	-	-	-	0.50	B	17.1	11'	0.66	B	18.4	14'
			R		**-**	-	-	-	**-**	-	-	-	0.08	B	15.6	54'	0.10	B	16.0	88'
		WB APPROACH			**-**	-	-	-	**-**	-	-	-	-	B	16.9	-	-	B	18.1	-
		NB	T		**-**	-	-	-	**-**	-	-	-	0.71	A	7.4	279'	0.72	A	8.1	315'
			R		**-**	-	-	-	**-**	-	-	-	0.07	A	3.5	6'	0.13	A	3.5	7'
		NB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	7.1	-	-	A	7.4	-
		SB	L		**-**	-	-	-	**-**	-	-	-	0.03	A	5.4	4'	0.05	A	5.9	7'
			T		**-**	-	-	-	**-**	-	-	-	0.65	A	4.0	217'	0.65	A	4.5	262'
		SB APPROACH			**-**	-	-	-	**-**	-	-	-	-	A	4.1	-	-	B	4.5	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.0**	**-**	**-**	**A**	**6.8**	**-**
	W/ ROUNDABOUT (5)																			
		WB APPROACH		500+	-	-	-	-	-	-	-	-	-	A	6.5	-	-	A	7.5	-
		NB APPROACH		150	-	-	-	-	-	-	-	-	-	A	7.3	-	-	A	7.2	-
		SB APPROACH		550+	-	-	-	-	-	-	-	-	-	A	5.6	-	-	A	6.0	-
		OVERALL			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**6.4**	**-**	**-**	**A**	**6.7**	**-**
23	CLOVE ROAD (C.R. 27) & ORCHARD LAKE DRIVE / WM CORRIE DRIVE	**UNSIGNALIZED**																		
	CLOVE ROAD	EB	LTR	500+	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'
	CLOVE ROAD	WB	LTR	500+	0.01	A	7.6	0'	0.01	A	7.7	0'	0.01	A	7.7	0'	0.01	A	7.7	0'
	ORCHARD LAKE DRIVE	NB	LTR	285	0.05	B	10.6	5'	0.06	B	11.2	5'	0.06	B	11.3	5'	0.06	B	11.3	5'
	WM CORRIE DRIVE	SB	LTR	120	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'	0.00	A	0.0	0'

TABLE NO. 5G

COMMUNITY SCENARIO 1 - 340 UNITS + 340 ACCESSORY APARTMENTS

LEVEL OF SERVICE, V/C RATIO, AND QUEUE SUMMARY TABLE
SUNDAY PEAK HOUR

						2016 EXISTING				2030 NO-BUILD				2030 BUILD				2030 COMBINED BUILD			
					STORAGE LENGTH	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE	V/C	LOS	DELAY	95TH % QUEUE
24	NYS ROUTE 208 & NYS ROUTE 94	**SIGNALIZED**																			
	NYS ROUTE 94	EB	L	80	0.08	C	24.2	43'	0.08	C	27.1	43'	0.08	C	26.8	45'	0.08	C	26.8	44'
			TR	140	0.89	D	36.6	#357	0.90	D	35.0	382'	0.92	D	48.1	#426	0.92	D	48.2	#427
		EB APPROACH		-	-	D	35.5	-	-	C	34.4	-	-	D	46.3	-	-	D	46.5	-
	NYS ROUTE 94	WB	L	100	0.68	C	35.0	#316	0.80	D	46.5	#370	0.81	D	47.8	#379	0.82	D	48.7	#383
			T	220	0.80	C	32.4	#310	0.82	C	34.8	328'	0.85	D	41.5	#352	0.85	D	41.6	#352
			R	95	0.61	A	8.0	21'	0.63	A	9.4	21'	0.64	A	9.9	21'	0.64	A	9.9	21'
		WB APPROACH		-	-	C	24.9	-	-	C	29.9	-	-	C	33.0	-	-	C	33.4	-
	NYS ROUTE 208	NB	L	40	0.07	C	24.9	27'	0.11	C	26.5	40'	0.11	C	26.3	36'	0.12	C	26.3	36'
			TR	140	0.81	D	38.0	#325	0.94	E	65.7	#502	0.96	E	69.7	#456	0.97	E	73.4	#465
		NB APPROACH		-	-	D	36.8	-	-	E	61.8	-	-	E	65.4	-	-	E	68.6	-
		SB	L	65	0.54	C	21.9	127'	0.67	C	25.2	155'	0.68	C	25.1	134'	0.69	C	25.2	137'
			TR	125	0.28	C	22.0	110'	0.40	C	25.4	199'	0.41	C	25.2	177'	0.42	C	25.4	181'
	NYS ROUTE 208	SB APPROACH		-	-	C	21.9	-	-	C	25.3	-	-	C	25.2	-	-	C	25.3	-
		OVERALL		**-**	**-**	**C**	**28.5**	**-**	**-**	**D**	**35.4**	**-**	**-**	**D**	**39.9**	**-**	**-**	**D**	**40.7**	**-**
	WITH TIMING IMPROVEMENTS																				
	NYS ROUTE 94	EB	L	80	-	-	-	-	0.09	C	26.9	34'	0.09	C	27.2	34'	0.08	C	27.4	34'
			TR	140	-	-	-	-	0.91	D	44.5	#466	0.92	D	46.5	#470	0.92	D	47.7	#471
		EB APPROACH		-	-	-	-	-	-	D	43.1	-	-	D	44.9	-	-	D	46.0	-
	NYS ROUTE 94	WB	L	100	-	-	-	-	0.89	D	49.7	#308	0.89	D	51.9	#314	0.89	D	53.5	#320
			T	220	-	-	-	-	0.83	D	37.7	#383	0.84	D	39.2	#382	0.84	D	40.3	#382
			R	95	-	-	-	-	0.63	A	8.9	27'	0.64	A	9.4	27'	0.64	A	9.7	27'
		WB APPROACH		-	-	-	-	-	-	C	31.8	-	-	C	33.3	-	-	C	34.3	-
	NYS ROUTE 208	NB	L	40	-	-	-	-	0.10	C	24.2	34'	0.11	C	24.5	35'	0.11	C	24.7	36'
			TR	140	-	-	-	-	0.88	D	45.7	#431	0.89	D	48.3	#443	0.90	D	50.1	#450
		NB APPROACH		-	-	-	-	-	-	D	43.6	-	-	D	46.0	-	-	D	47.5	-
	NYS ROUTE 208	SB	L	65	-	-	-	-	0.62	C	22.7	132'	0.63	C	23.2	132'	0.64	C	23.6	132'
			TR	125	-	-	-	-	0.38	C	22.9	171'	0.39	C	23.4	176'	0.39	C	23.8	178'
		SB APPROACH		-	-	-	-	-	-	C	22.8	-	-	C	23.3	-	-	C	23.7	-
		OVERALL		**-**	**-**	**-**	**-**	**-**	**-**	**C**	**34.5**	**-**	**-**	**D**	**36.1**	**-**	**-**	**D**	**37.1**	**-**
25	NYS ROUTE 208 & SUNOCO SOUTH DRIVEWAY	**UNSIGNALIZED**																			
	SUNOCO SOUTH DRIVEWAY	EB	LR	25	0.17	C	15.4	15'	0.24	C	20.0	23'	0.25	C	20.6	23'	0.25	C	21.0	25'
	NYS ROUTE 208	NB	LT	500+	0.01	A	8.6	0'	0.01	A	9.1	0'	0.01	A	9.1	0'	0.01	A	9.2	0'

NOTES:

1) THE ABOVE REPRESENTS THE VOLUME-TO-CAPACITY (V/C) RATIO, LEVEL OF SERVICE, AVERAGE VEHICLE DELAY IN SECONDS AND 95TH PERCENTILE QUEUES FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) IT SHOULD BE NOTED FOR UNSIGNALIZED INTERSECTIONS, IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE. HOWEVER MOST OF THESE SIDE ROADS HAVE RELATIVELY LOW EXITING LEFT TURN VOLUME AND TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

6, IT SHOULD BE NOTED THAT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE PROPOSED SITE ACCESS WITH NYS ROUTE 208 WILL PROVIDE ADDITIONAL GAPS IN THE TRAFFIC STREAM WHICH WILL TEND TO IMPROVE THE ABILITY TO ENTER AND EXIT OTHER UNSIGNALIZED INTERSECTIONS SUCH AS INTERSECTIONS 12, 13, 14, 15, 16, 17, 18 INCLUDING THE CLOVE ROAD INTERSECTION (1).

7, IF THIS INTERSECTION WAS SIGNALIZED, THE LEVELS OF SERVICE FOR THE LOW VOLUME MINOR APPROACH WOULD BE IMPROVED. HOWEVER, BASED ON THE LOW VOLUMES ON THE MINOR (SIDE ROAD) APPROACH TRAFFIC SIGNAL WARRANTS WOULD NOT BE SATISFIED.

8, POTENTIAL ROUNDABOUT EVALUATION IS CONTAINED IN TRAFFIC IMPACT STUDY SECTION III.H.9 AND APPENDIX J.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	302	122	0	596	296	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	351	142	0	693	344	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	693	345	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	40.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	302	122	0	596	296	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	351	142	0	693	344	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	493	0	1115	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1055	-	~ 273	648
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1055	-	~ 273	648
Mov Cap-2 Maneuver	-	-	-	-	~ 273	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	551	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	181.1
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1055	-	274
HCM Lane V/C Ratio	-	-	-	-	1.26
HCM Control Delay (s)	-	-	0	-	181.1
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	16.7

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	11	17	270	15	28	535	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.957			0.993			0.997	
Flt Protected		0.998			0.984			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1688	0	0	1729	0	0	1789	0
Flt Permitted		0.998			0.984			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1688	0	0	1729	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	13	20	314	17	33	563	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	41	0	0	351	0	0	608	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	11	17	270	15	28	535	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	13	20	314	17	33	563	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1010	1005	569	1044	1002	323	575	0	0	331	0	0
Stage 1	634	634	-	362	362	-	-	-	-	-	-	-
Stage 2	376	371	-	682	640	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	204	226	508	273	316	744	983	-	-	1212	-	-
Stage 1	446	452	-	719	686	-	-	-	-	-	-	-
Stage 2	626	602	-	526	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	212	508	208	296	744	983	-	-	1212	-	-
Mov Cap-2 Maneuver	183	212	-	208	296	-	-	-	-	-	-	-
Stage 1	435	434	-	701	669	-	-	-	-	-	-	-
Stage 2	586	587	-	410	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	18.2	0.5	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	409	314	1212	-	-
HCM Lane V/C Ratio	0.02	-	-	0.242	0.13	0.027	-	-
HCM Control Delay (s)	8.7	0	-	16.6	18.2	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	31	8	123	263	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907				0.986	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1641	0	0	1768	1784	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1641	0	0	1768	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	38	10	150	321	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	160	359	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	31	8	123	263	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	38	10	150	321	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	510	340	359	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	564	716	1183	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	559	716	1183	-	-	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1183	-	658	-	-
HCM Lane V/C Ratio	0.008	-	0.083	-	-
HCM Control Delay (s)	8.1	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	119	405	113	89	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.970			
Flt Protected	0.969					0.996
Satd. Flow (prot)	1744	0	1797	0	0	1831
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1744	0	1797	0	0	1831
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	128	435	122	96	1231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	557	0	0	1327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	61.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	119	405	113	89	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	128	435	122	96	1231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1919	496	0	0	557	0
Stage 1	496	-	-	-	-	-
Stage 2	1423	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 215	659	-	-	1014	-
Stage 1	806	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 151	659	-	-	1014	-
Mov Cap-2 Maneuver	~ 151	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 384	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	208	1014	-
HCM Lane V/C Ratio	-	-	1.721	0.094	-
HCM Control Delay (s)	-	-	$ 384	8.9	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	24.3	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	101	608	355	583	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977					0.974
Satd. Flow (prot)	1699	0	1818	1575	0	1814
Flt Permitted	0.977					0.458
Satd. Flow (perm)	1699	0	1818	1575	0	853
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	73			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	109	654	382	627	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	654	382	0	1196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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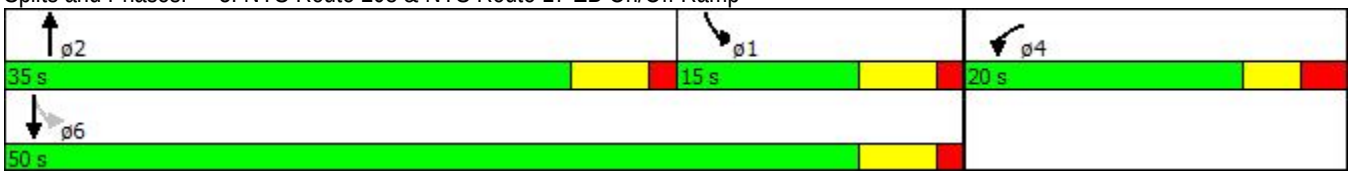
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.66		0.53	0.24		2.05
Control Delay	27.6		7.6	0.4		495.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.6	0.4		495.5
Queue Length 50th (ft)	50		105	0		~546
Queue Length 95th (ft)	110		221	0		#860
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1244	1575		584
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.53	0.24		2.05

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.2	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	101	608	355	583	529
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	97	0	654	0	627	569
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	116	22
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	32	29
Grp Volume(v), veh/h	98	0	654	0	1196	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.0	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.0	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.52	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.2	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		654			1196
Approach Delay, s/veh	30.7		17.2			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	149	60	273	358	165	939	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.991			0.993	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1844	1607	0	1667	0
Flt Permitted		0.832			0.730			0.700			0.850	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1303	1607	0	1427	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				173			416		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	173	70	317	416	192	1092	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	173	0	387	416	0	1321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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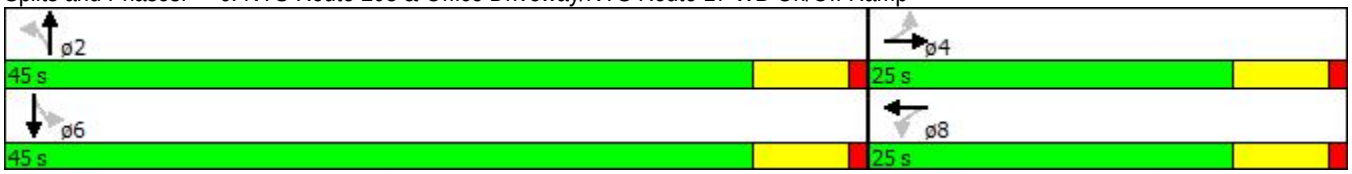
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.16			0.69	0.11		0.49	0.26		1.52	
Control Delay		14.0			36.8	0.1		10.6	0.4		257.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.6	0.4		257.2	
Queue Length 50th (ft)		8			69	0		74	0		~754	
Queue Length 95th (ft)		30			122	0		156	0		#1034	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		794	1607		871	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.11		0.49	0.26		1.52	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.2
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	149	60	273	358	165	939	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1861	1891	1872	1806	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	317	0	192	1092	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	167	700	1039	204	896	30
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	150	1083	1607	210	1386	46
Grp Volume(v), veh/h	50	0	0	191	0	0	387	0	0	1321	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1233	0	1607	1642	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.4	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.18		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	909	0	1039	1185	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.43	0.00	0.00	1.12	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	909	0	1039	1185	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0	63.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	39.8	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	75.6	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			387			1321	
Approach Delay, s/veh		21.9			24.0			6.1			75.6	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	427	1139	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1692	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	459	1225	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	498	1234	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	4.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	427	1139	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	459	1225	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1233	0	-	0	1766	1229
Stage 1	-	-	-	-	1229	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	565	-	-	-	76	203
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	565	-	-	-	69	203
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	501	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	63.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	565	-	180	-	-
HCM Lane V/C Ratio	0.069	-	0.717	-	-
HCM Control Delay (s)	11.8	0	63.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	4.5	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	422	1111	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	454	1195	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	468	1200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	422	1111	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	454	1195	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1679	1197	1200	0	-	0
Stage 1	1197	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	104	226	582	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	226	582	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	35.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	582	-	170	-	-
HCM Lane V/C Ratio	0.024	-	0.31	-	-
HCM Control Delay (s)	11.3	0	35.4	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	447	1138	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.978	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1767	0
Flt Permitted	0.961			0.999		
Satd. Flow (perm)	1667	0	0	1756	1767	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	486	1237	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	491	1476	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	22.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	447	1138	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	486	1237	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1854	1357	1476	0	-	0
Stage 1	1357	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 66	169	456	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 65	169	456	-	-	-
Mov Cap-2 Maneuver	~ 65	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 408	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	456	-	74	-	-
HCM Lane V/C Ratio	0.012	-	1.572	-	-
HCM Control Delay (s)	13	0	$ 408	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	9.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	527	1356	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	567	1458	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	569	1459	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	527	1356	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	567	1458	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2030	1459	1459	0	-	0
Stage 1	1459	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	152	463	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	152	463	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	463	-	152	-	-
HCM Lane V/C Ratio	0.005	-	0.007	-	-
HCM Control Delay (s)	12.8	0	28.9	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	392	21	18	984	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.997			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1748	0	0	1761	0
Flt Permitted		0.986			0.960			0.929			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1629	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		4			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	413	22	19	1036	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	458	0	0	1106	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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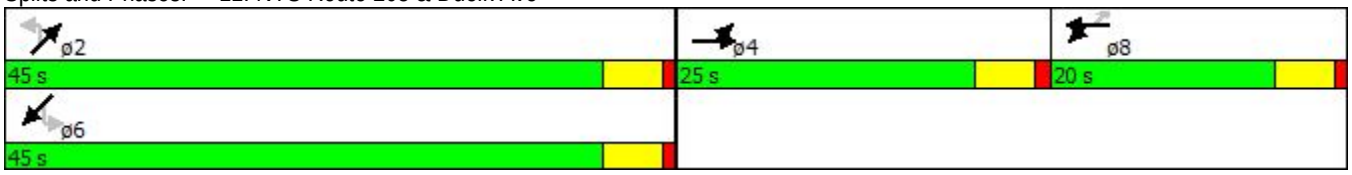
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.39			0.41	0.09		0.43			0.98	
Control Delay		20.2			33.5	0.7		10.8			41.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		10.8			41.4	
Queue Length 50th (ft)		11			40	0		102			~550	
Queue Length 95th (ft)		51			87	0		214			#889	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1059			1134	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.43			0.98	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	392	21	18	984	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1824	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	413	22	19	1036	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	81	993	51	65	1068	52
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	35	1591	82	12	1712	83
Grp Volume(v), veh/h	83	0	0	101	0	25	458	0	0	1106	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1708	0	0	1808	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	8.2	0.0	0.0	37.9	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1125	0	0	1185	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.41	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1125	0	0	1185	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.1	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.1	0.0	0.0	14.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	4.3	0.0	0.0	23.2	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.2	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	C			C		C	A			C		
Approach Vol, veh/h		83			126			458			1106	
Approach Delay, s/veh		34.2			33.5			7.2			25.9	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	430	1026	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1757	1745	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1757	1745	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	457	1091	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	466	1097	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	430	1026	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	457	1091	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1569	1095	1098	0	-	0
Stage 1	1095	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	98	241	557	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	241	557	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	32.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	557	-	167	-	-
HCM Lane V/C Ratio	0.015	-	0.217	-	-
HCM Control Delay (s)	11.6	0	32.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	437	2	2	1022
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	465	2	2	1087
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	467	0	0	1089
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	437	2	2	1022
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	465	2	2	1087

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1557	466	0	0	467	0
Stage 1	466	-	-	-	-	-
Stage 2	1091	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	162	622	-	-	1100	-
Stage 1	685	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	622	-	-	1100	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	26	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	184	1100	-
HCM Lane V/C Ratio	-	-	0.069	0.002	-
HCM Control Delay (s)	-	-	26	8.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	439	1023	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	462	1077	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	462	1079	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	439	1023	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	462	1077	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1540	1078	1079	0	-	0
Stage 1	1078	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	253	654	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	253	654	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	654	-	253	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	449	5	7	1069
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1762
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1759	0	0	1762
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	510	6	8	1215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	516	0	0	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	449	5	7	1069
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	510	6	8	1215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1744	513	0	0	516	0
Stage 1	513	-	-	-	-	-
Stage 2	1231	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	111	579	-	-	870	-
Stage 1	624	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	579	-	-	870	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	298	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	221	870	-
HCM Lane V/C Ratio	-	-	0.18	0.009	-
HCM Control Delay (s)	-	-	24.8	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	446	10	3	993	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	480	11	3	1068	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	492	0	0	1074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	446	10	3	993	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	480	11	3	1068	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1571	1568	1069	1564	1564	485	1071	0	0	490	0	0
Stage 1	1076	1076	-	487	487	-	-	-	-	-	-	-
Stage 2	495	492	-	1077	1077	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	98	122	278	118	145	581	390	-	-	1078	-	-
Stage 1	283	315	-	612	599	-	-	-	-	-	-	-
Stage 2	574	564	-	319	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	121	278	116	143	581	390	-	-	1078	-	-
Mov Cap-2 Maneuver	94	121	-	116	143	-	-	-	-	-	-	-
Stage 1	282	313	-	610	597	-	-	-	-	-	-	-
Stage 2	556	562	-	314	353	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	42	34.1	0	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	390	-	-	166	108	1078	-	-
HCM Lane V/C Ratio	0.003	-	-	0.259	0.1	0.003	-	-
HCM Control Delay (s)	14.3	0	-	34.1	42	8.3	0	-
HCM Lane LOS	B	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.3	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	467	2	2	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1816	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1816	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	508	2	2	1084
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	510	0	0	1086
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	467	2	2	997
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	508	2	2	1084

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1597	509	0	0	510	0
Stage 1	509	-	-	-	-	-
Stage 2	1088	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	154	591	-	-	1060	-
Stage 1	659	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	591	-	-	1060	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	243	1060	-
HCM Lane V/C Ratio	-	-	0.018	0.002	-
HCM Control Delay (s)	-	-	20.1	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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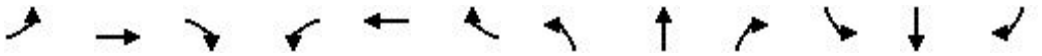

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	412	17	5	799	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	438	18	5	850	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	496	0	0	949	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	412	17	5	799	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	438	18	5	850	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1437	1444	897	1444	1482	447	944	0	0	456	0	0
Stage 1	907	907	-	528	528	-	-	-	-	-	-	-
Stage 2	530	537	-	916	954	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	103	122	332	120	137	621	731	-	-	1110	-	-
Stage 1	315	338	-	552	545	-	-	-	-	-	-	-
Stage 2	519	509	-	345	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	112	332	106	126	621	731	-	-	1110	-	-
Mov Cap-2 Maneuver	95	112	-	106	126	-	-	-	-	-	-	-
Stage 1	292	335	-	511	505	-	-	-	-	-	-	-
Stage 2	478	471	-	324	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.7	29.7	0.8	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	154	152	1110	-	-
HCM Lane V/C Ratio	0.055	-	-	0.187	0.042	0.005	-	-
HCM Control Delay (s)	10.2	0	-	33.7	29.7	8.3	0	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	436	28	16	1143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	469	30	17	1229
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	469	30	17	1229
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	436	28	16	1143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	469	30	17	1229

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1732	469	0	0	469	0
Stage 1	469	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	128	589	-	-	1005	-
Stage 1	659	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	589	-	-	1005	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	1005	-
HCM Lane V/C Ratio	-	-	0.234	0.017	-
HCM Control Delay (s)	-	-	30.4	8.6	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	6	12	125	3	3	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.997			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1664	0	1769	0	0	1808
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1664	0	1769	0	0	1808
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	7	15	152	4	4	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	156	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	6	12	125	3	3	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	7	15	152	4	4	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	516	154	0	0	156	0
Stage 1	154	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	519	892	-	-	1424	-
Stage 1	874	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	892	-	-	1424	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	718	1424	-
HCM Lane V/C Ratio	-	-	0.031	0.003	-
HCM Control Delay (s)	-	-	10.2	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	89	12	425	22	3	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.336	
Satd. Flow (perm)	1770	1583	1845	1599	605	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		14		26		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	103	14	494	26	3	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	14	494	26	3	1058
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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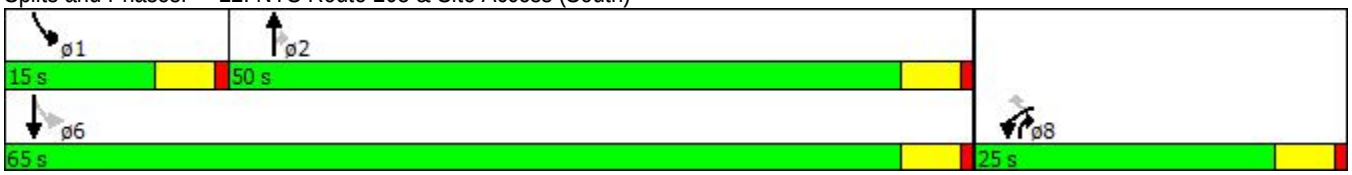
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	Min	Min
v/c Ratio	0.36	0.05	0.54	0.02	0.01	0.77
Control Delay	31.1	15.5	11.7	0.7	3.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	15.5	11.7	0.7	3.0	11.8
Queue Length 50th (ft)	33	0	106	0	0	222
Queue Length 95th (ft)	91	15	180	3	2	428
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	813	734	1467	1511	661	1668
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02	0.34	0.02	0.00	0.63

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	89	12	425	22	3	910
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	103	14	494	26	3	1058
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	158	141	794	830	581	1225
Arrive On Green	0.09	0.09	0.43	0.43	0.12	0.67
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	103	14	494	26	3	1058
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	2.3	0.3	8.7	0.3	0.0	18.9
Cycle Q Clear(g_c), s	2.3	0.3	8.7	0.3	0.0	18.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	158	141	794	830	581	1225
V/C Ratio(X)	0.65	0.10	0.62	0.03	0.01	0.86
Avail Cap(c_a), veh/h	853	761	1996	1872	794	2635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	17.4	9.2	4.9	4.7	5.4
Incr Delay (d2), s/veh	1.7	0.1	0.3	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	4.5	0.2	0.0	9.4
LnGrp Delay(d),s/veh	20.0	17.5	9.5	4.9	4.7	6.1
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	117		520			1061
Approach Delay, s/veh	19.7		9.3			6.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	22.9				32.9		8.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.0	10.7				20.9		4.3
Green Ext Time (p_c), s	0.0	6.9				7.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	131	5	7	259	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	162	6	9	320	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	329	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	131	5	7	259	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	162	6	9	320	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	168	0	0	503	502	165	512	505	320
Stage 1	-	-	-	-	-	-	165	165	-	337	337	-
Stage 2	-	-	-	-	-	-	338	337	-	175	168	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1223	-	-	1392	-	-	501	494	880	455	452	708
Stage 1	-	-	-	-	-	-	845	770	-	659	624	-
Stage 2	-	-	-	-	-	-	696	660	-	812	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1392	-	-	497	490	880	442	448	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	490	-	442	448	-
Stage 1	-	-	-	-	-	-	845	770	-	659	619	-
Stage 2	-	-	-	-	-	-	689	655	-	794	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	1223	-	-	1392	-	-	544
HCM Lane V/C Ratio	0.107	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12	0	-	-	7.6	0	-	11.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	266	458	107	67	90	136	104	95	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.910			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1682	0	1604	1749	1538	1645	1529	0	1678	1607	0
Flt Permitted	0.481			0.237			0.522			0.368		
Satd. Flow (perm)	765	1682	0	397	1749	1462	886	1529	0	642	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	289	498	116	73	98	148	113	103	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	289	498	116	73	246	0	113	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.82		0.82	0.78	0.16	0.23	0.71		0.32	0.53	
Control Delay	28.5	45.3		44.9	36.7	3.3	21.4	46.1		22.0	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.5	45.3		44.9	36.7	3.3	21.4	46.1		22.0	27.1	
Queue Length 50th (ft)	26	186		129	255	5	25	124		39	96	
Queue Length 95th (ft)	60	312		#291	431	23	64	#279		92	215	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	462	876		353	806	921	391	360		489	598	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.82	0.62	0.13	0.19	0.68		0.23	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	266	458	107	67	90	136	104	95	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	289	498	116	73	98	148	113	103	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	329	362	61	398	571	601	267	130	196	302	146	239
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.20	0.20	0.08	0.24	0.24
Sat Flow, veh/h	1638	1342	226	1723	1810	1514	1706	635	959	1741	617	1007
Grp Volume(v), veh/h	61	0	368	289	498	116	73	0	246	113	0	271
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1594	1741	0	1624
Q Serve(g_s), s	0.0	0.0	16.5	10.8	19.2	1.7	2.5	0.0	10.7	3.7	0.0	11.3
Cycle Q Clear(g_c), s	0.0	0.0	16.5	10.8	19.2	1.7	2.5	0.0	10.7	3.7	0.0	11.3
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.60	1.00		0.62
Lane Grp Cap(c), veh/h	329	0	423	398	571	601	267	0	326	302	0	385
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.27	0.00	0.76	0.37	0.00	0.70
Avail Cap(c_a), veh/h	562	0	956	448	981	944	418	0	432	634	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	25.7	23.7	23.8	4.5	22.2	0.0	27.6	21.1	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.0	1.9	0.1	0.2	0.0	3.4	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.5	9.9	0.9	1.2	0.0	5.0	1.8	0.0	5.1
LnGrp Delay(d),s/veh	27.7	0.0	27.9	27.7	25.8	4.6	22.4	0.0	31.0	21.3	0.0	26.6
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			903			319			384	
Approach Delay, s/veh		27.9			23.6			29.1			25.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	24.9	8.5	22.5	14.5	28.3	10.9	20.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	12.8	18.5	4.5	13.3	2.0	21.2	5.7	12.7
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	454	814	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994			0.999		
Satd. Flow (prot)	1858	0	0	1774	1757	0
Flt Permitted	0.994			0.999		
Satd. Flow (perm)	1858	0	0	1774	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	483	866	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	488	867	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	454	814	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	483	866	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1360	866	867	0	-	0
Stage 1	866	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	152	346	781	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	346	781	-	-	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	781	-	301	-	-
HCM Lane V/C Ratio	0.007	-	0.396	-	-
HCM Control Delay (s)	9.6	0	24.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	101	608	355	583	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977					0.974
Satd. Flow (prot)	1699	0	1818	1575	0	1814
Flt Permitted	0.977					0.458
Satd. Flow (perm)	1699	0	1818	1575	0	853
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	73			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	109	654	382	627	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	654	382	0	1196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

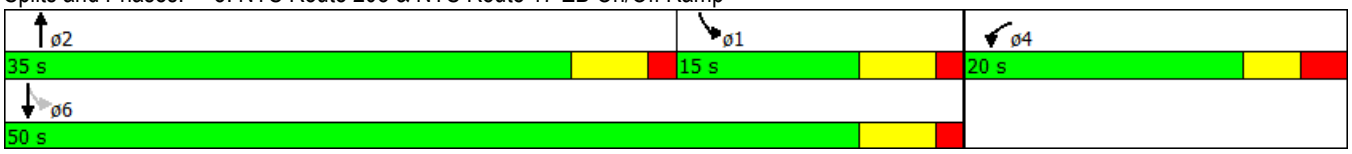
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.66		0.53	0.24		2.05
Control Delay	27.6		7.6	0.4		495.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.6	0.4		495.5
Queue Length 50th (ft)	50		105	0		~546
Queue Length 95th (ft)	110		221	0		#860
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1244	1575		584
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.53	0.24		2.05

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.2	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	101	608	355	583	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.97
Satd. Flow (prot)	1698		1818	1575		1815
Flt Permitted	0.98		1.00	1.00		0.46
Satd. Flow (perm)	1698		1818	1575		854
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	109	654	382	627	569
RTOR Reduction (vph)	62	0	0	0	0	0
Lane Group Flow (vph)	144	0	654	382	0	1196
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.5		44.6	65.1		44.6
Effective Green, g (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	247		1245	1575		585
v/s Ratio Prot	c0.08		0.36			
v/s Ratio Perm				0.24		c1.40
v/c Ratio	0.58		0.53	0.24		2.04
Uniform Delay, d1	25.9		5.0	0.0		10.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.2		1.6	0.4		475.9
Delay (s)	28.2		6.6	0.4		486.2
Level of Service	C		A	A		F
Approach Delay (s)	28.2		4.3			486.2
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	242.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.93		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	117.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	101	608	355	583	529
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	97	0	654	0	627	569
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	116	22
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	32	29
Grp Volume(v), veh/h	98	0	654	0	1196	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.0	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.0	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.52	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.2	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		654			1196
Approach Delay, s/veh	30.7		17.2			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

BUILD CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	666	359	1	370	232	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953					
Flt Protected					0.950	
Satd. Flow (prot)	1703	0	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1703	0	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	709	382	1	394	247	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1091	0	0	395	247	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	19.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	666	359	1	370	232	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	709	382	1	394	247	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1090	0	1295	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	640	-	~ 222	364
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	~ 222	364
Mov Cap-2 Maneuver	-	-	-	-	~ 222	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	725	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	139.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	640	-	222
HCM Lane V/C Ratio	-	-	0.002	-	1.112
HCM Control Delay (s)	-	-	10.6	0	139.9
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	11.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	9	84	568	5	10	331	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.929			0.999			0.997	
Flt Protected		0.993						0.994			0.999	
Satd. Flow (prot)	0	1706	0	0	1715	0	0	1770	0	0	1829	0
Flt Permitted		0.993						0.994			0.999	
Satd. Flow (perm)	0	1706	0	0	1715	0	0	1770	0	0	1829	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	10	91	617	5	11	356	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	19	0	0	713	0	0	376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	9	84	568	5	10	331	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	10	91	617	5	11	356	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1194	1187	360	1211	1189	620	365	0	0	623	0	0
Stage 1	382	382	-	803	803	-	-	-	-	-	-	-
Stage 2	812	805	-	408	386	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	176	678	223	261	532	1194	-	-	958	-	-
Stage 1	627	600	-	471	495	-	-	-	-	-	-	-
Stage 2	356	378	-	695	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	153	678	173	227	532	1194	-	-	958	-	-
Mov Cap-2 Maneuver	131	153	-	173	227	-	-	-	-	-	-	-
Stage 1	554	592	-	416	437	-	-	-	-	-	-	-
Stage 2	302	334	-	631	669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.4	16.7	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	255	326	958	-	-
HCM Lane V/C Ratio	0.076	-	-	0.234	0.057	0.011	-	-
HCM Control Delay (s)	8.3	0	-	23.4	16.7	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	17	28	326	195	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.990	
Flt Protected	0.971			0.996		
Satd. Flow (prot)	1737	0	0	1818	1844	0
Flt Permitted	0.971			0.996		
Satd. Flow (perm)	1737	0	0	1818	1844	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	18	30	354	212	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	384	229	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	17	28	326	195	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	18	30	354	212	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	636	221	229	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	491	834	1339	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	477	834	1339	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1339	-	577	-	-
HCM Lane V/C Ratio	0.023	-	0.079	-	-
HCM Control Delay (s)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	152	1239	227	147	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931		0.979			
Flt Protected	0.976					0.990
Satd. Flow (prot)	1718	0	1812	0	0	1810
Flt Permitted	0.976					0.990
Satd. Flow (perm)	1718	0	1812	0	0	1810
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	165	1347	247	160	673
Shared Lane Traffic (%)						
Lane Group Flow (vph)	322	0	1594	0	0	833
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	147.0%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	162.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	152	1239	227	147	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	165	1347	247	160	673

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2462	1470	0	0	1593	0
Stage 1	1470	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 132	235	-	-	412	-
Stage 1	477	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 50	235	-	-	412	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	237	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1377	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	412	-
HCM Lane V/C Ratio	-	-	3.83	0.388	-
HCM Control Delay (s)	-	-	$ 1377	19.2	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	33.3	1.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	150	830	229	290	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939			0.850		
Flt Protected	0.973					0.987
Satd. Flow (prot)	1710	0	1853	1575	0	1857
Flt Permitted	0.973					0.383
Satd. Flow (perm)	1710	0	1853	1575	0	721
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	54			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	156	865	239	302	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	865	239	0	1173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.8		44.5	69.3		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.90		0.73	0.15		2.53

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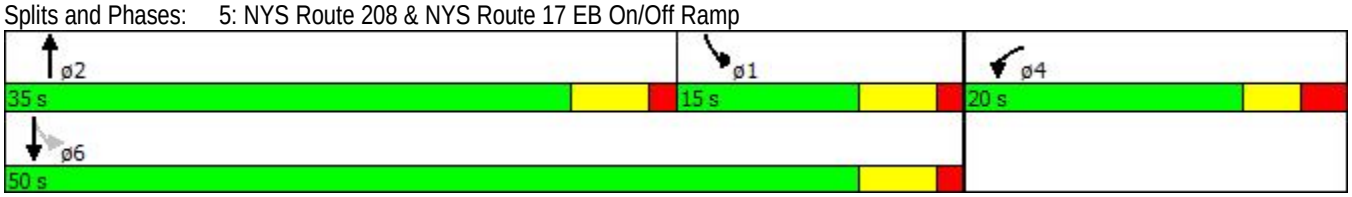
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	51.6		13.1	0.2		713.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	51.6		13.1	0.2		713.7
LOS	D		B	A		F
Approach Delay	51.6		10.3			713.7
Approach LOS	D		B			F
Queue Length 50th (ft)	123		220	0		~682
Queue Length 95th (ft)	#266		360	0		#915
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	400		1189	1575		463
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.86		0.73	0.15		2.53

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 69.3	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 2.53	
Intersection Signal Delay: 330.4	Intersection LOS: F
Intersection Capacity Utilization 136.7%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	150	830	229	290	836
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	865	0	302	871
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	82	80
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	115
Grp Volume(v), veh/h	190	0	865	0	1173	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	131	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	34.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	23.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	51.6	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		865			1173
Approach Delay, s/veh	29.2		51.6			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	662	49	525	411	108	629	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.996			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1652	0
Flt Permitted		0.228			0.589			0.883			0.619	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1640	1607	0	1030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				389			478		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	770	57	610	478	126	731	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	770	0	667	478	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	

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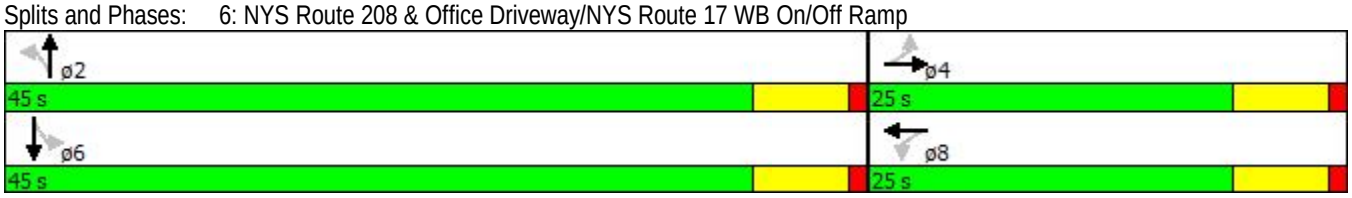
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		1.36			1.70	0.48		0.73	0.30		1.55	
Control Delay		217.4			350.9	1.0		17.5	0.5		275.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	1.0		17.5	0.5		275.2	
LOS		F			F	A		B	A		F	
Approach Delay		217.4			140.3			10.4			275.2	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)		~100			~329	0		196	0		~560	
Queue Length 95th (ft)		#212			#474	0		296	0		#728	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		913	1607		575	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.48		0.73	0.30		1.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.70			
Intersection Signal Delay: 136.8		Intersection LOS: F	
Intersection Capacity Utilization 125.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	662	49	525	411	108	629	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	610	0	126	731	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	101	814	895	155	713	31
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	81	1460	1607	173	1280	56
Grp Volume(v), veh/h	213	0	0	509	0	0	667	0	0	890	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1541	0	1607	1509	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	21.8	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	19.2	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.09		1.00	0.14		0.04
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	959	0	895	943	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.70	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	959	0	895	943	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	10.7	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	4.2	0.0	0.0	18.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	9.3	0.0	0.0	20.7	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	14.8	0.0	0.0	34.2	0.0	0.0
LnGrp LOS	C			F			B			C		
Approach Vol, veh/h		213			509			667			890	
Approach Delay, s/veh		21.0			91.5			14.8			34.2	
Approach LOS		C			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1293	679	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.996			0.992	
Satd. Flow (prot)	0	1692	1678	0	1839	0
Flt Permitted		0.996			0.992	
Satd. Flow (perm)	0	1692	1678	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1390	730	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1499	739	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	123.2%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	2.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1293	679	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1390	730	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	2342	734
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	1608	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	867	-	-	-	31	403
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	151	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	14	403
Mov Cap-2 Maneuver	-	-	-	-	14	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	68	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	112.9
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	867	-	76	-	-
HCM Lane V/C Ratio	0.125	-	0.637	-	-
HCM Control Delay (s)	9.7	0	112.9	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1266	668	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1376	726	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1413	735	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1266	668	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1376	726	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2180	730	735	0	-	0
Stage 1	730	-	-	-	-	-
Stage 2	1450	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	51	422	870	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	422	870	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	177	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.9	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	870	-	133	-	-
HCM Lane V/C Ratio	0.042	-	0.204	-	-
HCM Control Delay (s)	9.3	0	38.9	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1210	709	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1769	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1315	771	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1333	838	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	402.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1210	709	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1315	771	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2156	804	838	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1352	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 41	366	796	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	~ 207	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 38	366	796	-	-	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	~ 190	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 3148.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	796	-	42	-	-
HCM Lane V/C Ratio	0.023	-	7.583	-	-
HCM Control Delay (s)	9.6	$	3148.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	37.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1465	770	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1542	811	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1547	812	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1465	770	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1542	811	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2364	811	812	0	-	0
Stage 1	811	-	-	-	-	-
Stage 2	1553	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	34	371	814	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	371	814	-	-	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	168	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	814	-	61	-	-
HCM Lane V/C Ratio	0.006	-	0.035	-	-
HCM Control Delay (s)	9.5	0	66.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1121	120	30	598	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.994	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1748	0
Flt Permitted		0.977			0.963			0.974			0.904	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1710	0	0	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1205	129	32	643	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1368	0	0	704	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.3			7.7	7.7		44.7			44.7	
Actuated g/C Ratio		0.09			0.11	0.11		0.66			0.66	
v/c Ratio		0.36			0.30	0.08		1.21			0.67	
Control Delay		24.0			32.2	0.6		125.2			15.8	

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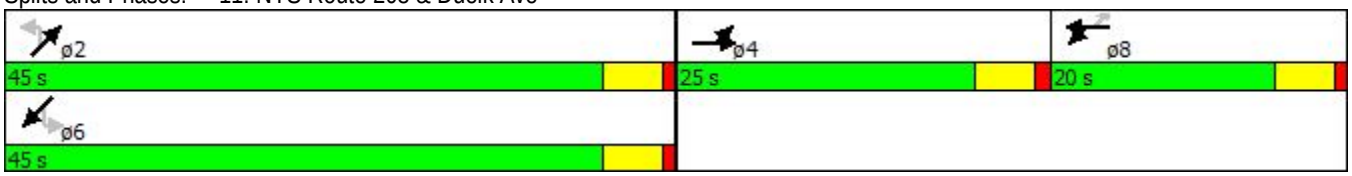
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		125.2			15.8	
LOS		C			C	A		F			B	
Approach Delay		24.0			24.4			125.2			15.8	
Approach LOS		C			C			F			B	
Queue Length 50th (ft)		16			26	0		~788			198	
Queue Length 95th (ft)		52			63	0		#1135			#466	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1127			1043	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.21			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 83.5 Intersection LOS: F
Intersection Capacity Utilization 96.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1121	120	30	598	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1205	129	32	643	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	73	1017	107	82	1003	44
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	22	1589	168	35	1567	69
Grp Volume(v), veh/h	72	0	0	67	0	22	1368	0	0	704	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1779	0	0	1670	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.05		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1197	0	0	1129	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.14	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1197	0	0	1129	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.1	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	74.5	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	45.1	0.0	0.0	7.9	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	86.6	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	C			C		C	F			A		
Approach Vol, veh/h		72			89			1368			704	
Approach Delay, s/veh		32.7			31.8			86.6			9.2	
Approach LOS		C			C			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	58.3
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1142	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1202	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1235	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1142	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1202	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1969	702	709	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1267	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	421	890	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	421	890	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	204	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	44.1	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	890	-	137	-	-
HCM Lane V/C Ratio	0.037	-	0.338	-	-
HCM Control Delay (s)	9.2	0	44.1	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1136	18	1	626
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1196	19	1	659
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1215	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1136	18	1	626
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1196	19	1	659

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1866	1205	0	0	1215	0
Stage 1	1205	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	109	248	-	-	574	-
Stage 1	347	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	248	-	-	574	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	40.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	114	574	-
HCM Lane V/C Ratio	-	-	0.12	0.002	-
HCM Control Delay (s)	-	-	40.8	11.3	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1135	623	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1220	670	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1222	673	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1135	623	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1220	670	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1897	672	673	0	-	0
Stage 1	672	-	-	-	-	-
Stage 2	1225	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	63	442	927	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	63	442	927	-	-	-
Mov Cap-2 Maneuver	63	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	39.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	927	-	110	-	-
HCM Lane V/C Ratio	0.002	-	0.059	-	-
HCM Control Delay (s)	8.9	0	39.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1121	17	20	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1205	18	22	663
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1223	0	0	685
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1121	17	20	617
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1205	18	22	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1921	1215	0	0	1224	0
Stage 1	1215	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	91	236	-	-	570	-
Stage 1	321	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	236	-	-	570	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	37	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	140	570	-
HCM Lane V/C Ratio	-	-	0.2	0.038	-
HCM Control Delay (s)	-	-	37	11.6	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1096	36	33	616	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1178	39	35	662	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1222	0	0	714	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1096	36	33	616	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1178	39	35	662	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1953	1970	671	1961	1960	1198	680	0	0	1217	0	0
Stage 1	742	742	-	1209	1209	-	-	-	-	-	-	-
Stage 2	1211	1228	-	752	751	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	54	70	465	66	88	250	912	-	-	573	-	-
Stage 1	425	440	-	273	313	-	-	-	-	-	-	-
Stage 2	238	268	-	456	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	62	465	58	78	250	912	-	-	573	-	-
Mov Cap-2 Maneuver	48	62	-	58	78	-	-	-	-	-	-	-
Stage 1	418	397	-	268	308	-	-	-	-	-	-	-
Stage 2	230	263	-	394	428	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	76	94.9	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	912	-	-	65	87	573	-	-
HCM Lane V/C Ratio	0.006	-	-	0.414	0.445	0.062	-	-
HCM Control Delay (s)	9	0	-	94.9	76	11.7	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1134	1	2	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1233	1	2	722
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1234	0	0	724
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1134	1	2	664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1233	1	2	722

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1959	1233	0	0	1234	0
Stage 1	1233	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	97	239	-	-	565	-
Stage 1	338	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	96	239	-	-	565	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	160	565	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	28	11.4	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	969	48	12	558	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1114	55	14	641	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1206	0	0	693	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	969	48	12	558	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1114	55	14	641	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1924	1931	660	1908	1922	1141	679	0	0	1169	0	0
Stage 1	688	688	-	1215	1215	-	-	-	-	-	-	-
Stage 2	1236	1243	-	693	707	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	45	59	455	58	75	252	913	-	-	598	-	-
Stage 1	420	430	-	237	272	-	-	-	-	-	-	-
Stage 2	201	230	-	451	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	50	455	48	64	252	913	-	-	598	-	-
Mov Cap-2 Maneuver	33	50	-	48	64	-	-	-	-	-	-	-
Stage 1	370	414	-	209	240	-	-	-	-	-	-	-
Stage 2	148	203	-	425	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	234.8	148.6	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	41	86	598	-	-
HCM Lane V/C Ratio	0.04	-	-	0.813	0.869	0.023	-	-
HCM Control Delay (s)	9.1	0	-	234.8	148.6	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	4.6	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1232	7	2	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1339	8	2	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1339	8	2	804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1232	7	2	740
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1339	8	2	804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2148	1339	0	0	1339	0
Stage 1	1339	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	76	198	-	-	461	-
Stage 1	301	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	198	-	-	461	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	114	461	-
HCM Lane V/C Ratio	-	-	0.105	0.005	-
HCM Control Delay (s)	-	-	40.2	12.8	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	3	7	948	13	13	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902		0.998			
Flt Protected	0.987					0.999
Satd. Flow (prot)	1658	0	1822	0	0	1861
Flt Permitted	0.987					0.999
Satd. Flow (perm)	1658	0	1822	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	8	1030	14	14	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	1044	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	3	7	948	13	13	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	8	1030	14	14	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1650	1038	0	0	1045	0
Stage 1	1038	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	109	280	-	-	666	-
Stage 1	341	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	280	-	-	666	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	341	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	25.3	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	188	666	-
HCM Lane V/C Ratio	-	-	0.058	0.021	-
HCM Control Delay (s)	-	-	25.3	10.5	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	7	1046	90	13	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.099	
Satd. Flow (perm)	1770	1583	1845	1599	178	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		7		96		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	54	7	1113	96	14	654
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	7	1113	96	14	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	6.7	6.7	51.1	63.9	51.9	52.9

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.10	0.10	0.77	0.96	0.78	0.79
v/c Ratio	0.31	0.04	0.79	0.06	0.06	0.45
Control Delay	32.4	17.7	14.0	0.4	2.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	17.7	14.0	0.4	2.8	4.4
LOS	C	B	B	A	A	A
Approach Delay	30.7		12.9			4.4
Approach LOS	C		B			A
Queue Length 50th (ft)	19	0	204	0	1	74
Queue Length 95th (ft)	55	11	#767	6	5	148
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	534	482	1416	1582	370	1666
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.79	0.06	0.04	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 66.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	51	7	1046	90	13	615
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	54	7	1113	96	14	654
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	97	86	1223	1147	228	1391
Arrive On Green	0.05	0.05	0.66	0.66	0.02	0.77
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	54	7	1113	96	14	654
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	1.7	0.2	29.0	1.0	0.1	7.4
Cycle Q Clear(g_c), s	1.7	0.2	29.0	1.0	0.1	7.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	97	86	1223	1147	228	1391
V/C Ratio(X)	0.56	0.08	0.91	0.08	0.06	0.47
Avail Cap(c_a), veh/h	627	559	1467	1358	510	1918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	25.4	8.1	2.4	11.1	2.4
Incr Delay (d2), s/veh	1.9	0.1	7.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	16.6	0.5	0.1	3.5
LnGrp Delay(d),s/veh	28.0	25.6	15.1	2.4	11.1	2.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	61		1209			668
Approach Delay, s/veh	27.7		14.1			2.6
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.0	42.5				48.5		8.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.1	31.0				9.4		3.7
Green Ext Time (p_c), s	0.0	6.5				9.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	331	20	18	198	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	360	22	20	215	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	382	0	0	235	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	331	20	18	198	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	360	22	20	215	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	382	0	0	625	625	371	631	636	215
Stage 1	-	-	-	-	-	-	371	371	-	254	254	-
Stage 2	-	-	-	-	-	-	254	254	-	377	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1355	-	-	1176	-	-	426	430	689	380	382	820
Stage 1	-	-	-	-	-	-	677	646	-	740	687	-
Stage 2	-	-	-	-	-	-	772	717	-	631	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1176	-	-	420	422	689	367	375	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	422	-	367	375	-
Stage 1	-	-	-	-	-	-	677	646	-	740	674	-
Stage 2	-	-	-	-	-	-	757	703	-	619	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	12.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1355	-	-	1176	-	-	-
HCM Lane V/C Ratio	0.053	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.3	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	36	255	345	151	32	144	303	182	133	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.98	
Frt		0.984				0.850		0.898			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1696	0	1604	1749	1538	1645	1506	0	1678	1712	0
Flt Permitted	0.539			0.242			0.624			0.144		
Satd. Flow (perm)	855	1696	0	405	1749	1467	1059	1506	0	254	1712	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				164					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	39	277	375	164	35	157	329	198	145	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	369	0	277	375	164	35	486	0	198	215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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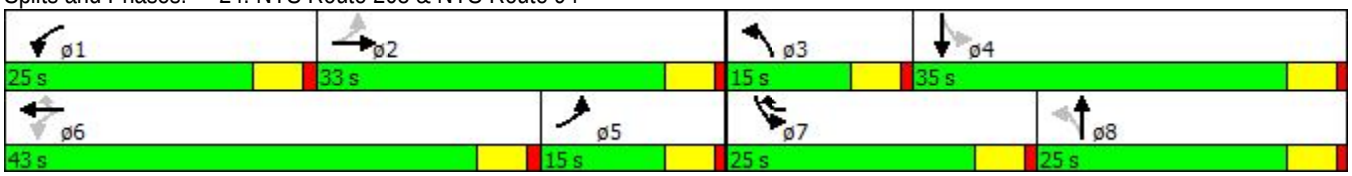
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.4	23.4		33.1	33.1	47.5	25.4	20.4		40.0	34.1	
Actuated g/C Ratio	0.25	0.25		0.35	0.35	0.50	0.27	0.21		0.42	0.36	
v/c Ratio	0.16	0.88		0.79	0.62	0.20	0.11	1.51		0.62	0.34	
Control Delay	32.2	57.9		45.8	34.3	1.8	21.1	274.2		29.8	25.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	57.9		45.8	34.3	1.8	21.1	274.2		29.8	25.4	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.1			31.6			257.2			27.6	
Approach LOS		E			C			F			C	
Queue Length 50th (ft)	22	222		161	230	0	14	~454		86	99	
Queue Length 95th (ft)	54	#395		#265	325	17	34	#703		154	173	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	310	512		397	727	911	403	322		411	627	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.72		0.70	0.52	0.18	0.09	1.51		0.48	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay: 89.7 Intersection LOS: F
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	36	255	345	151	32	144	303	182	133	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.57		0.98	0.95		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	39	277	375	164	35	157	329	198	145	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	398	363	43	387	437	533	359	116	243	273	366	177
Arrive On Green	0.19	0.26	0.26	0.18	0.24	0.24	0.02	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1638	1412	167	1723	1810	1506	1706	509	1066	1741	1159	559
Grp Volume(v), veh/h	45	0	369	277	375	164	35	0	486	198	0	215
Grp Sat Flow(s),veh/h/ln	1638	0	1579	1723	1810	1506	1706	0	1575	1741	0	1718
Q Serve(g_s), s	0.0	0.0	19.9	13.3	17.4	3.1	1.4	0.0	20.0	7.2	0.0	8.6
Cycle Q Clear(g_c), s	0.0	0.0	19.9	13.3	17.4	3.1	1.4	0.0	20.0	7.2	0.0	8.6
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.33
Lane Grp Cap(c), veh/h	398	0	406	387	437	533	359	0	359	273	0	543
V/C Ratio(X)	0.11	0.00	0.91	0.72	0.86	0.31	0.10	0.00	1.35	0.72	0.00	0.40
Avail Cap(c_a), veh/h	398	0	504	475	784	822	516	0	359	479	0	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	31.6	32.9	31.8	7.0	25.2	0.0	33.8	23.0	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.0	16.1	2.7	1.9	0.1	0.0	0.0	176.1	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.4	6.6	8.9	1.6	0.6	0.0	26.2	3.5	0.0	4.1
LnGrp Delay(d),s/veh	28.7	0.0	47.7	35.5	33.7	7.2	25.2	0.0	210.0	24.4	0.0	23.6
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		414			816			521			413	
Approach Delay, s/veh		45.6			29.0			197.6			24.0	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	27.5	6.9	32.7	21.9	26.2	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	15.3	21.9	3.4	10.6	2.0	19.4	9.2	22.0
Green Ext Time (p_c), s	0.2	0.7	0.0	2.7	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.8
HCM 2010 LOS	E

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1040	590	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1774	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1774	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1195	678	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1210	680	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1040	590	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1195	678	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1904	679	680	0	-	0
Stage 1	679	-	-	-	-	-
Stage 2	1225	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	68	443	912	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	443	912	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	246	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	220	-	-
HCM Lane V/C Ratio	0.016	-	0.24	-	-
HCM Control Delay (s)	9	0	26.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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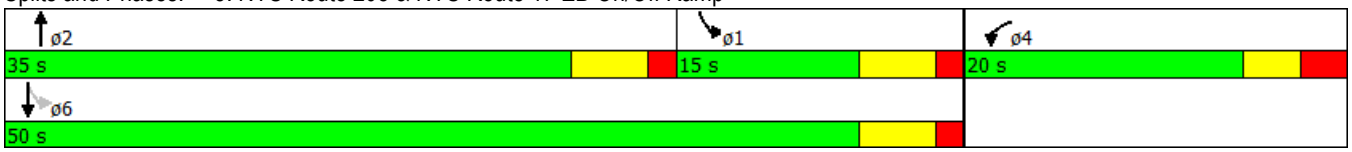
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	150	830	229	290	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939			0.850		
Flt Protected	0.973					0.987
Satd. Flow (prot)	1710	0	1853	1575	0	1857
Flt Permitted	0.973					0.383
Satd. Flow (perm)	1710	0	1853	1575	0	721
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	54			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	156	865	239	302	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	865	239	0	1173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.8		44.5	69.3		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.90		0.73	0.15		2.53

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	51.6		13.1	0.2		713.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	51.6		13.1	0.2		713.7
LOS	D		B	A		F
Approach Delay	51.6		10.3			713.7
Approach LOS	D		B			F
Queue Length 50th (ft)	123		220	0		~682
Queue Length 95th (ft)	#266		360	0		#915
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	400		1189	1575		463
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.86		0.73	0.15		2.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.3			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.53			
Intersection Signal Delay: 330.4		Intersection LOS: F	
Intersection Capacity Utilization 136.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	150	830	229	290	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1711		1853	1575		1857
Flt Permitted	0.97		1.00	1.00		0.38
Satd. Flow (perm)	1711		1853	1575		721
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	156	865	239	302	871
RTOR Reduction (vph)	43	0	0	0	0	0
Lane Group Flow (vph)	302	0	865	239	0	1173
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.8		44.5	69.3		44.5
Effective Green, g (s)	13.8		44.5	69.3		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	340		1189	1575		462
v/s Ratio Prot	c0.18		0.47			
v/s Ratio Perm				0.15		c1.63
v/c Ratio	0.89		0.73	0.15		2.54
Uniform Delay, d1	27.0		8.3	0.0		12.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	22.6		3.9	0.2		698.9
Delay (s)	49.6		12.2	0.2		711.3
Level of Service	D		B	A		F
Approach Delay (s)	49.6		9.6			711.3
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	328.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.30		
Actuated Cycle Length (s)	69.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	136.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	150	830	229	290	836
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	865	0	302	871
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	82	80
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	115
Grp Volume(v), veh/h	190	0	865	0	1173	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	131	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	34.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	23.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	51.6	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		865			1173
Approach Delay, s/veh	29.2		51.6			0.0
Approach LOS	C		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

BUILD CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	632	349	0	364	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	652	360	0	375	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1011	0	1206	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	694	-	~ 249	399
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	~ 249	399
Mov Cap-2 Maneuver	-	-	-	-	~ 249	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	694	-	250
HCM Lane V/C Ratio	-	-	-	-	1.043
HCM Control Delay (s)	-	-	0	-	111.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	1	78	567	4	2	345	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.993			0.999			0.994	
Flt Protected		0.993			0.995			0.994				
Satd. Flow (prot)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Flt Permitted		0.993			0.995			0.994				
Satd. Flow (perm)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	1	84	610	4	2	356	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	19	0	0	698	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	1	78	567	4	2	345	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	1	84	610	4	2	356	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1150	364	1179	1156	612	372	0	0	614	0	0
Stage 1	368	368	-	780	780	-	-	-	-	-	-	-
Stage 2	788	782	-	399	376	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	182	672	187	265	541	1198	-	-	975	-	-
Stage 1	643	600	-	403	495	-	-	-	-	-	-	-
Stage 2	371	381	-	605	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	162	672	147	236	541	1198	-	-	975	-	-
Mov Cap-2 Maneuver	142	162	-	147	236	-	-	-	-	-	-	-
Stage 1	575	598	-	360	443	-	-	-	-	-	-	-
Stage 2	319	341	-	546	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	22.2	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	293	228	975	-	-
HCM Lane V/C Ratio	0.07	-	-	0.25	0.085	0.002	-	-
HCM Control Delay (s)	8.2	0	-	21.3	22.2	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	18	27	323	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1864	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	20	30	363	264	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	393	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	18	27	323	235	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	20	30	363	264	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	786	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	786	1287	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1287	-	570	-	-
HCM Lane V/C Ratio	0.024	-	0.071	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.975			
Flt Protected	0.971					0.991
Satd. Flow (prot)	1656	0	1852	0	0	1846
Flt Permitted	0.971					0.991
Satd. Flow (perm)	1656	0	1852	0	0	1846
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 135.4%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	61.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	98	1079	240	133	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	103	1136	253	140	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2194	1262	0	0	1388	0
Stage 1	1262	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	162	287	-	-	484	-
Stage 1	524	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 89	287	-	-	484	-
Mov Cap-2 Maneuver	~ 89	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 574.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	484	-
HCM Lane V/C Ratio	-	-	2.088	0.289	-
HCM Control Delay (s)	-	-	$ 574.8	15.4	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21.3	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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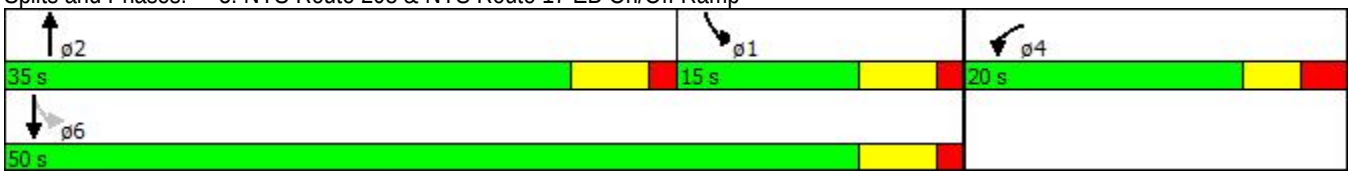
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1673		1818	1575		1830
Flt Permitted	0.97		1.00	1.00		0.45
Satd. Flow (perm)	1673		1818	1575		834
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	137	790	236	292	814
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	276	0	790	236	0	1106
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.5		44.5	69.0		44.5
Effective Green, g (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	327		1172	1575		537
v/s Ratio Prot	c0.16		0.43			
v/s Ratio Perm				0.15		c1.33
v/c Ratio	0.84		0.67	0.15		2.06
Uniform Delay, d1	26.7		7.7	0.0		12.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	17.0		3.1	0.2		483.2
Delay (s)	43.7		10.8	0.2		495.5
Level of Service	D		B	A		F
Approach Delay (s)	43.7		8.4			495.5
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	233.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1895	1607	0	1709	0
Flt Permitted		0.486			0.638			0.891			0.694	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1695	1607	0	1196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				371			350		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	0	591	350	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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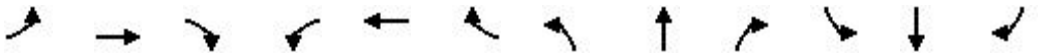

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	
Control Delay		22.7			168.0	0.7		14.3	0.3		116.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.7		14.3	0.3		116.1	
LOS		C			F	A		B	A		F	
Approach Delay		22.7			69.2			9.1			116.1	
Approach LOS		C			E			A			F	
Queue Length 50th (ft)		34			~231	0		157	0		~420	
Queue Length 95th (ft)		#103			#391	0		257	0		#627	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		944	1607		668	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 59.7		Intersection LOS: E	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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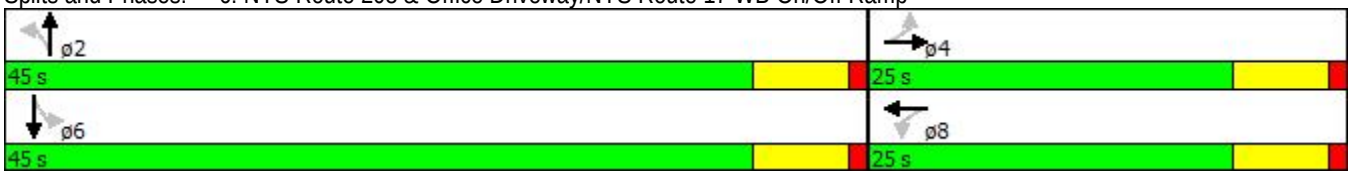
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.93			1.00	0.85		1.00	0.85		1.00	
Flt Protected		0.99			0.95	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1740			1815	1615		1895	1607		1709	
Flt Permitted		0.49			0.64	1.00		0.89	1.00		0.69	
Satd. Flow (perm)		859			1214	1615		1696	1607		1195	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	117	0	0	416	600	0	591	350	0	787	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		233			329	1615		944	1607		665	
v/s Ratio Prot												
v/s Ratio Perm		0.14			c0.34	0.37		0.35	0.22		c0.66	
v/c Ratio		0.50			1.26	0.37		0.63	0.22		1.18	
Uniform Delay, d1		21.5			25.5	0.0		10.5	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.6			141.1	0.7		3.1	0.3		97.5	
Delay (s)		22.1			166.6	0.7		13.7	0.3		113.0	
Level of Service		C			F	A		B	A		F	
Approach Delay (s)		22.1			68.6			8.7			113.0	
Approach LOS		C			E			A			F	

Intersection Summary			
HCM 2000 Control Delay	58.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.923	
Flt Protected		0.996			0.979	
Satd. Flow (prot)	0	1741	1721	0	1926	0
Flt Permitted		0.996			0.979	
Satd. Flow (perm)	0	1741	1721	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1216	708	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	10.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	1083	655	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	1116	675	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	2008	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1316	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	900	-	-	-	53	431
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	219	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	~ 37	431
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	155	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	236.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	900	-	77	-	-
HCM Lane V/C Ratio	0.111	-	1.125	-	-
HCM Control Delay (s)	9.5	0	236.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	6.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	1081	670	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	1138	705	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1927	709	713	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	438	896	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	438	896	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	197	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	32.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	154	-	-
HCM Lane V/C Ratio	0.045	-	0.15	-	-
HCM Control Delay (s)	9.2	0	32.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959					
Satd. Flow (perm)	1698	0	0	1810	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	187.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	1111	706	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1169	743	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1972	781	818	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1191	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 55	381	819	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	381	819	-	-	-
Mov Cap-2 Maneuver	~ 53	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	244	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1631.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	60	-	-
HCM Lane V/C Ratio	0.013	-	4.316	-	-
HCM Control Delay (s)	9.5	$	1631.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	28.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1318	772	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1373	804	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2190	805	806	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1385	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	45	377	828	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	44	377	828	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	119	-	-
HCM Lane V/C Ratio	0.008	-	0.061	-	-
HCM Control Delay (s)	9.4	0	37.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.959			0.948	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1731	0	0	1705	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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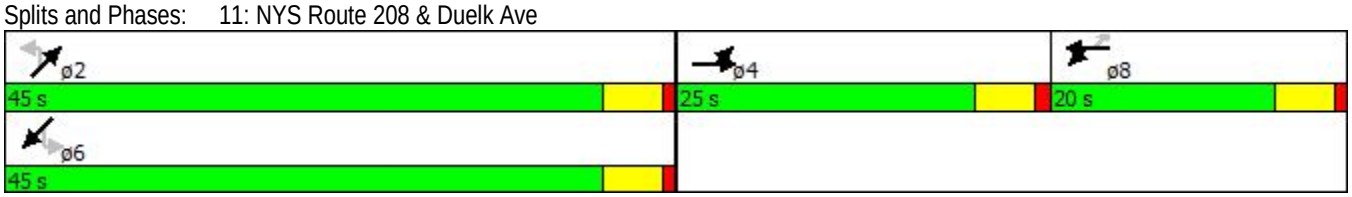
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.65			0.65	
v/c Ratio		0.34			0.32	0.08		0.98			0.59	
Control Delay		29.2			32.4	0.6		41.1			13.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		41.1			13.0	
LOS		C			C	A		D			B	
Approach Delay		29.2			24.9			41.1			13.0	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		21			30	0		~550			171	
Queue Length 95th (ft)		57			68	0		#865			338	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1134			1116	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		0.98			0.59	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.97			1.00	0.85		0.99			1.00	
Flt Protected		0.97			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1917			2015	1734		1801			1796	
Flt Permitted		0.97			0.96	1.00		0.96			0.95	
Satd. Flow (perm)		1917			2015	1734		1730			1706	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
RTOR Reduction (vph)	0	15	0	0	0	21	0	3	0	0	1	0
Lane Group Flow (vph)	0	52	0	0	74	2	0	1104	0	0	655	0
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.4			6.6	6.6		43.6			43.6	
Effective Green, g (s)		5.4			6.6	6.6		43.6			43.6	
Actuated g/C Ratio		0.08			0.09	0.09		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		146			188	162		1068			1053	
v/s Ratio Prot		c0.03			c0.04							
v/s Ratio Perm						0.00		c0.64			0.38	
v/c Ratio		0.36			0.39	0.01		1.03			0.62	
Uniform Delay, d1		31.0			30.1	29.0		13.5			8.4	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.5			1.4	0.0		36.7			2.8	
Delay (s)		31.5			31.5	29.1		50.2			11.1	
Level of Service		C			C	C		D			B	
Approach Delay (s)		31.5			30.9			50.2			11.1	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1707	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	985	620	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	995	626	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1693	633	639	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	1060	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	86	460	955	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	460	955	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	277	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	34	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	955	-	163	-	-
HCM Lane V/C Ratio	0.034	-	0.242	-	-
HCM Control Delay (s)	8.9	0	34	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	978	22	3	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	988	22	3	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1631	999	0	0	1010	0
Stage 1	999	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	148	324	-	-	694	-
Stage 1	424	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	324	-	-	694	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	178	694	-
HCM Lane V/C Ratio	-	-	0.108	0.004	-
HCM Control Delay (s)	-	-	27.7	10.2	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	981	621	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	1011	640	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1659	641	642	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	462	952	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	462	952	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	952	-	149	-	-
HCM Lane V/C Ratio	0.003	-	0.028	-	-
HCM Control Delay (s)	8.8	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	967	16	25	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	997	16	26	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1684	1005	0	0	1013	0
Stage 1	1005	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	313	-	-	692	-
Stage 1	399	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	313	-	-	692	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.9	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	183	692	-
HCM Lane V/C Ratio	-	-	0.18	0.037	-
HCM Control Delay (s)	-	-	28.9	10.4	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	943	35	15	598	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	972	36	15	616	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	1676	622	1662	1663	990	627	0	0	1008	0	0
Stage 1	653	653	-	1005	1005	-	-	-	-	-	-	-
Stage 2	1014	1023	-	657	658	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	106	499	103	129	328	965	-	-	695	-	-
Stage 1	476	484	-	347	380	-	-	-	-	-	-	-
Stage 2	307	334	-	510	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	101	499	97	123	328	965	-	-	695	-	-
Mov Cap-2 Maneuver	76	101	-	97	123	-	-	-	-	-	-	-
Stage 1	468	468	-	341	374	-	-	-	-	-	-	-
Stage 2	285	328	-	484	501	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	42.2	49.9	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	965	-	-	127	117	695	-	-
HCM Lane V/C Ratio	0.007	-	-	0.382	0.176	0.022	-	-
HCM Control Delay (s)	8.8	0	-	49.9	42.2	10.3	0	-
HCM Lane LOS	A	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.6	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	966	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	986	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	988	0	0	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	966	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	986	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1624	987	0	0	988	0
Stage 1	987	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	149	329	-	-	708	-
Stage 1	429	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	329	-	-	708	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	204	708	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	23	10.1	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.957			0.981			0.999			0.998	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	924	24	20	556	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	943	24	20	567	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	1642	587	1632	1650	955	607	0	0	967	0	0
Stage 1	628	628	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1019	1014	-	630	648	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	92	505	90	109	325	981	-	-	720	-	-
Stage 1	458	463	-	312	341	-	-	-	-	-	-	-
Stage 2	272	301	-	490	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	84	505	83	99	325	981	-	-	720	-	-
Mov Cap-2 Maneuver	60	84	-	83	99	-	-	-	-	-	-	-
Stage 1	435	444	-	296	324	-	-	-	-	-	-	-
Stage 2	231	286	-	466	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	44.7	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	65	147	720	-	-
HCM Lane V/C Ratio	0.024	-	-	0.424	0.396	0.028	-	-
HCM Control Delay (s)	8.8	0	-	96.2	44.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	1107	3	2	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1190	3	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1987	1190	0	0	1190	0
Stage 1	1190	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	106	254	-	-	594	-
Stage 1	379	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	254	-	-	594	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	147	594	-
HCM Lane V/C Ratio	-	-	0.212	0.004	-
HCM Control Delay (s)	-	-	36	11.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	310	31	16	242	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	348	35	18	272	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	291	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	310	31	16	242	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	348	35	18	272	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	383	0	0	675	675	366	677	691	272
Stage 1	-	-	-	-	-	-	366	366	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	369	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1187	-	-	399	408	698	356	356	766
Stage 1	-	-	-	-	-	-	685	652	-	694	653	-
Stage 2	-	-	-	-	-	-	730	686	-	642	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1187	-	-	393	401	698	348	350	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	401	-	348	350	-
Stage 1	-	-	-	-	-	-	685	652	-	694	641	-
Stage 2	-	-	-	-	-	-	716	674	-	636	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1302	-	-	1187	-	-	479
HCM Lane V/C Ratio	0.047	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.3	0	-	-	8.1	0	-	12.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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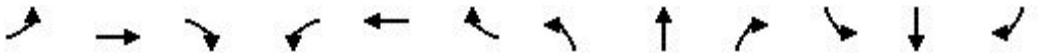

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00				0.95	0.98	0.97			0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1731	0	1652	1670	1583	1599	1506	0	1695	1683	0
Flt Permitted	0.531			0.191			0.635			0.144		
Satd. Flow (perm)	849	1731	0	332	1670	1505	1045	1506	0	257	1683	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				146					21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	27.9	27.7		35.7	35.7	50.9	25.5	20.3		40.5	34.4	
Actuated g/C Ratio	0.28	0.28		0.36	0.36	0.52	0.26	0.21		0.41	0.35	
v/c Ratio	0.16	0.87		0.80	0.65	0.18	0.13	1.44		0.65	0.32	
Control Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
LOS	C	D		D	D	A	C	F		C	C	
Approach Delay		49.0			32.7			230.2			29.4	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	24	247		137	232	2	14	~381		86	83	
Queue Length 95th (ft)	53	383		#289	366	18	42	#704		185	176	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	413	807		324	699	936	381	311		402	602	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.52		0.79	0.56	0.17	0.10	1.44		0.52	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 98.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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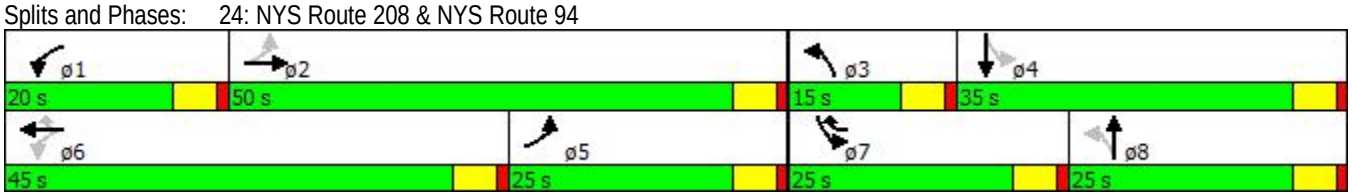
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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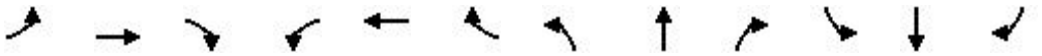

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.97		1.00	0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.90		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1535	1733		1652	1670	1533	1580	1511		1695	1685	
Flt Permitted	0.53	1.00		0.19	1.00	1.00	0.64	1.00		0.14	1.00	
Satd. Flow (perm)	858	1733		333	1670	1533	1056	1511		258	1685	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
RTOR Reduction (vph)	0	3	0	0	0	74	0	0	0	0	14	0
Lane Group Flow (vph)	51	420	0	255	391	85	39	448	0	211	181	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	30.1	30.1		35.8	35.8	50.9	26.1	22.7		42.8	34.4	
Effective Green, g (s)	30.1	30.1		35.8	35.8	50.9	26.1	22.7		42.8	34.4	
Actuated g/C Ratio	0.29	0.29		0.35	0.35	0.50	0.25	0.22		0.42	0.33	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	311	507		307	581	759	285	333		318	563	
v/s Ratio Prot	0.01	c0.24		c0.12	0.23	0.02	0.00	c0.30		c0.10	0.11	
v/s Ratio Perm	0.03			c0.17		0.04	0.03			0.18		
v/c Ratio	0.16	0.83		0.83	0.67	0.11	0.14	1.35		0.66	0.32	
Uniform Delay, d1	27.3	33.9		27.4	28.5	13.9	29.3	40.0		23.1	25.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	10.3		16.4	2.4	0.0	0.1	174.2		4.0	0.1	
Delay (s)	27.4	44.2		43.9	30.9	13.9	29.4	214.2		27.1	25.6	
Level of Service	C	D		D	C	B	C	F		C	C	
Approach Delay (s)		42.4			31.7			199.4			26.4	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	70.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	951	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	970	594	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	987	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	951	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	970	594	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	594	594	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	500	992	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	992	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	220	-	-
HCM Lane V/C Ratio	0.017	-	0.278	-	-
HCM Control Delay (s)	8.7	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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CLOVEWOOD

BUILD CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	418	221	0	397	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	492	260	0	467	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1089	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	867	-	285	516
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	285	516
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	867	-	286
HCM Lane V/C Ratio	-	-	-	-	0.897
HCM Control Delay (s)	-	-	0	-	69.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	6	53	318	4	3	352	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.961			0.999			0.995	
Flt Protected		0.988			0.995			0.993				
Satd. Flow (prot)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Flt Permitted		0.988			0.995			0.993				
Satd. Flow (perm)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	6	56	338	4	3	374	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	21	0	0	398	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	6	53	318	4	3	352	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	6	56	338	4	3	374	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	842	381	868	847	340	387	0	0	343	0	0
Stage 1	387	387	-	453	453	-	-	-	-	-	-	-
Stage 2	463	455	-	415	394	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	262	289	657	350	381	741	1171	-	-	1062	-	-
Stage 1	613	600	-	669	650	-	-	-	-	-	-	-
Stage 2	555	558	-	694	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	271	657	300	357	741	1171	-	-	1062	-	-
Mov Cap-2 Maneuver	241	271	-	300	357	-	-	-	-	-	-	-
Stage 1	577	598	-	630	612	-	-	-	-	-	-	-
Stage 2	507	525	-	633	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	391	413	1062	-	-
HCM Lane V/C Ratio	0.048	-	-	0.185	0.052	0.003	-	-
HCM Control Delay (s)	8.2	0	-	16.3	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	15	16	205	203	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1731	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1731	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	16	18	225	223	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	243	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	15	16	205	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	16	18	225	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	591	836	1356	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	836	1356	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1356	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.035	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	37	725	36	25	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	40	780	39	27	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1662	799	0	0	818	0
Stage 1	799	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	272	460	-	-	819	-
Stage 1	696	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	460	-	-	819	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	819	-
HCM Lane V/C Ratio	-	-	0.221	0.033	-
HCM Control Delay (s)	-	-	18.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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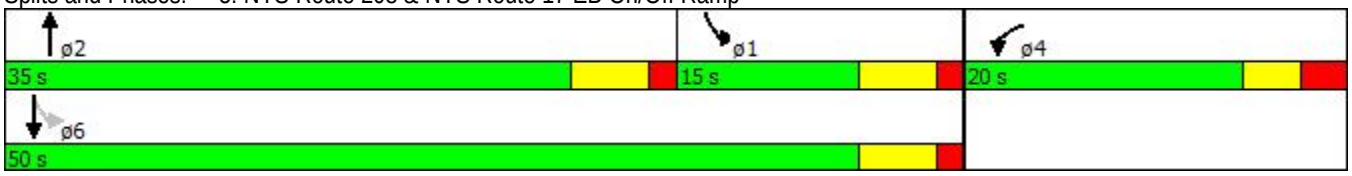
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1635		1853	1560		1861
Flt Permitted	0.97		1.00	1.00		0.55
Satd. Flow (perm)	1635		1853	1560		1041
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	62	639	243	334	580
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	122	0	639	243	0	914
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		46.0	66.2		46.0
Effective Green, g (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	227		1287	1560		723
v/s Ratio Prot	c0.07		0.34			
v/s Ratio Perm				0.16		c0.88
v/c Ratio	0.54		0.50	0.16		1.26
Uniform Delay, d1	26.5		4.7	0.0		10.1
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.2		1.4	0.2		129.8
Delay (s)	27.7		6.1	0.2		139.9
Level of Service	C		A	A		F
Approach Delay (s)	27.7		4.5			139.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.994			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1884	1607	0	1706	0
Flt Permitted		0.784			0.739			0.869			0.902	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1647	1607	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				264			234		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	0	449	234	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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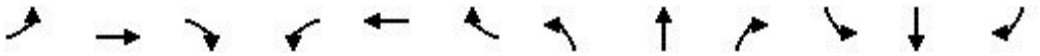

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		14.4			14.4	65.6		39.1	65.6		39.1	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
v/c Ratio		0.35			0.74	0.16		0.46	0.15		0.81	
Control Delay		15.7			38.8	0.2		10.1	0.2		20.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.2		10.1	0.2		20.7	
LOS		B			D	A		B	A		C	
Approach Delay		15.7			17.9			6.7			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		20			83	0		91	0		210	
Queue Length 95th (ft)		59			153	0		177	0		#486	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		925	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.16		0.46	0.15		0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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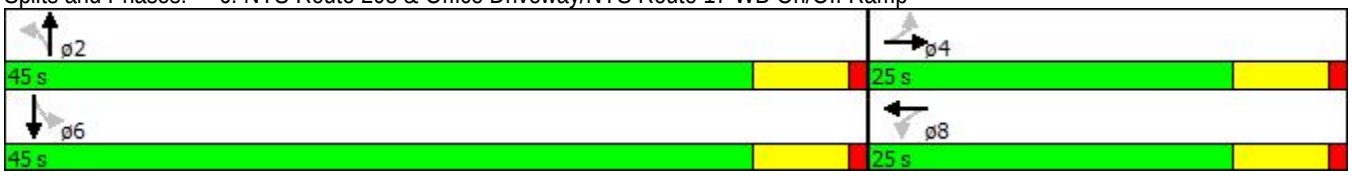
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.96	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1630			1787	1631		1884	1607		1706	
Flt Permitted		0.78			0.74	1.00		0.87	1.00		0.90	
Satd. Flow (perm)		1301			1381	1631		1647	1607		1548	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
RTOR Reduction (vph)	0	41	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	74	0	0	224	264	0	449	234	0	744	0
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Effective Green, g (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		285			303	1631		984	1607		925	
v/s Ratio Prot												
v/s Ratio Perm		0.06			c0.16	0.16		0.27	0.15		c0.48	
v/c Ratio		0.26			0.74	0.16		0.46	0.15		0.80	
Uniform Delay, d1		21.2			23.9	0.0		7.3	0.0		10.2	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.2			7.9	0.2		1.5	0.2		7.4	
Delay (s)		21.4			31.7	0.2		8.8	0.2		17.6	
Level of Service		C			C	A		A	A		B	
Approach Delay (s)		21.4			14.7			5.9			17.6	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	709	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	707	691	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	714	698	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1485	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	118	424
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	111	424
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	899	-	331	-	-
HCM Lane V/C Ratio	0.037	-	0.244	-	-
HCM Control Delay (s)	9.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	696	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	703	690	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1436	695	700	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	446	906	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	446	906	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	906	-	293	-	-
HCM Lane V/C Ratio	0.021	-	0.083	-	-
HCM Control Delay (s)	9.1	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1660	0	0	1808	1829	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	673	711	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	687	726	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	764	803	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	120	363	830	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	363	830	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	129	-	-
HCM Lane V/C Ratio	0.01	-	0.799	-	-
HCM Control Delay (s)	9.4	0	97.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.8	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	755	781	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	830	858	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	860	863	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	350	788	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	154	-	-
HCM Lane V/C Ratio	0.008	-	0.078	-	-
HCM Control Delay (s)	9.6	0	30.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.988			0.996	
Flt Protected		0.979			0.959			0.998			0.998	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1783	0	0	1815	0
Flt Permitted		0.979			0.959			0.961			0.972	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1717	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		7			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	731	0	0	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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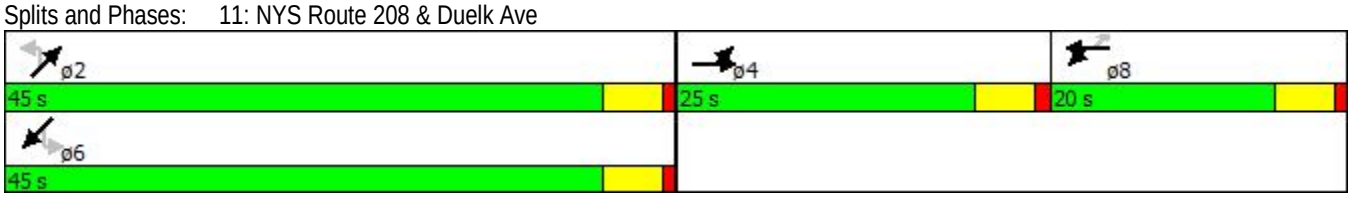
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.0	8.0		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.68			0.68	
v/c Ratio		0.30			0.33	0.09		0.63			0.56	
Control Delay		26.2			31.5	0.6		13.3			11.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		13.3			11.6	
LOS		C			C	A		B			B	
Approach Delay		26.2			24.2			13.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15			32	0		200			173	
Queue Length 95th (ft)		49			72	0		#408			339	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1166			1199	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.63			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.95			1.00	0.85		0.99			1.00	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1895			2054	1751		1783			1815	
Flt Permitted		0.98			0.96	1.00		0.96			0.97	
Satd. Flow (perm)		1895			2054	1751		1716			1768	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
RTOR Reduction (vph)	0	18	0	0	0	23	0	3	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	81	2	0	728	0	0	674	0
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		3.9			6.8	6.8		43.7			43.7	
Effective Green, g (s)		3.9			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.06			0.10	0.10		0.63			0.63	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		106			201	171		1080			1113	
v/s Ratio Prot		c0.02			c0.04							
v/s Ratio Perm						0.00		c0.42			0.38	
v/c Ratio		0.37			0.40	0.01		0.67			0.61	
Uniform Delay, d1		31.6			29.4	28.3		8.3			7.7	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.8			1.3	0.0		3.4			2.5	
Delay (s)		32.4			30.7	28.3		11.6			10.1	
Level of Service		C			C	C		B			B	
Approach Delay (s)		32.4			30.1			11.6			10.1	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1726	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	624	616	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	637	629	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1342	634	640	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	466	954	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	466	954	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	954	-	290	-	-
HCM Lane V/C Ratio	0.037	-	0.151	-	-
HCM Control Delay (s)	8.9	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	622	13	1	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	635	13	1	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	641	0	0	648	0
Stage 1	641	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	505	-	-	947	-
Stage 1	588	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	505	-	-	947	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	241	947	-
HCM Lane V/C Ratio	-	-	0.055	0.001	-
HCM Control Delay (s)	-	-	20.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	619	614	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	659	653	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1322	655	656	0	-	0
Stage 1	655	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	453	941	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	453	941	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	941	-	224	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	8.8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	610	11	18	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	649	12	19	645

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1338	655	0	0	661	0
Stage 1	655	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	487	-	-	937	-
Stage 1	560	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	487	-	-	937	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	937	-
HCM Lane V/C Ratio	-	-	0.11	0.02	-
HCM Control Delay (s)	-	-	18.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	603	18	5	607	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	628	19	5	632	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1313	634	1305	1305	638	636	0	0	647	0	0
Stage 1	645	645	-	658	658	-	-	-	-	-	-	-
Stage 2	665	668	-	647	647	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	172	491	165	201	506	957	-	-	948	-	-
Stage 1	466	488	-	495	518	-	-	-	-	-	-	-
Stage 2	454	477	-	501	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	168	491	160	196	506	957	-	-	948	-	-
Mov Cap-2 Maneuver	134	168	-	160	196	-	-	-	-	-	-	-
Stage 1	459	484	-	487	510	-	-	-	-	-	-	-
Stage 2	435	469	-	492	519	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.6	23.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	957	-	-	224	164	948	-	-
HCM Lane V/C Ratio	0.011	-	-	0.121	0.108	0.005	-	-
HCM Control Delay (s)	8.8	0	-	23.3	29.6	8.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	622	2	2	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	648	2	2	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	650	0	0	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	622	2	2	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	648	2	2	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	649	0	0	650	0
Stage 1	649	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	500	-	-	946	-
Stage 1	584	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	500	-	-	946	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	946	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s)	-	-	16.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	599	16	14	540	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	631	17	15	568	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1316	1314	599	1308	1337	639	631	0	0	647	0	0
Stage 1	629	629	-	677	677	-	-	-	-	-	-	-
Stage 2	687	685	-	631	660	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	148	497	148	167	488	961	-	-	948	-	-
Stage 1	457	462	-	463	473	-	-	-	-	-	-	-
Stage 2	424	435	-	489	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	140	497	140	158	488	961	-	-	948	-	-
Mov Cap-2 Maneuver	115	140	-	140	158	-	-	-	-	-	-	-
Stage 1	443	450	-	449	458	-	-	-	-	-	-	-
Stage 2	394	422	-	474	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	25.5	0.3	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	123	213	948	-	-
HCM Lane V/C Ratio	0.02	-	-	0.223	0.178	0.016	-	-
HCM Control Delay (s)	8.8	0	-	42.5	25.5	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	680	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	694	2	2	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1434	694	0	0	694	0
Stage 1	694	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	205	482	-	-	911	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	482	-	-	911	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	911	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.7	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	192	21	10	195	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.935				
Flt Protected					0.997			0.975			0.950	
Satd. Flow (prot)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Flt Permitted					0.997			0.975			0.950	
Satd. Flow (perm)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	202	22	11	205	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	216	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	192	21	10	195	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	202	22	11	205	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	224	0	0	441	441	213	447	452	205
Stage 1	-	-	-	-	-	-	215	215	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	221	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1357	-	-	557	539	842	512	494	836
Stage 1	-	-	-	-	-	-	811	746	-	771	712	-
Stage 2	-	-	-	-	-	-	801	739	-	776	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1357	-	-	553	534	842	502	489	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	534	-	502	489	-
Stage 1	-	-	-	-	-	-	810	745	-	770	706	-
Stage 2	-	-	-	-	-	-	794	732	-	766	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1378	-	-	1357	-	-	502
HCM Lane V/C Ratio	0.033	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.6	7.6	0	-	7.7	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1762	0	1668	1818	1599	1727	1564	0	1728	1826	0
Flt Permitted	0.570			0.204			0.656			0.145		
Satd. Flow (perm)	946	1762	0	355	1818	1520	1164	1564	0	264	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.5	23.1		34.8	34.8	49.2	25.3	20.3		39.8	33.7	
Actuated g/C Ratio	0.26	0.25		0.37	0.37	0.53	0.27	0.22		0.43	0.36	
v/c Ratio	0.08	0.83		0.88	0.46	0.20	0.12	1.18		0.61	0.24	
Control Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
LOS	C	D		D	C	A	B	F		C	C	
Approach Delay		48.2			32.8			131.3			26.0	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	12	200		111	114	0	14	~283		76	62	
Queue Length 95th (ft)	33	318		#375	284	16	40	#563		159	133	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	405	864		346	800	987	440	339		430	670	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.88	0.39	0.18	0.10	1.18		0.48	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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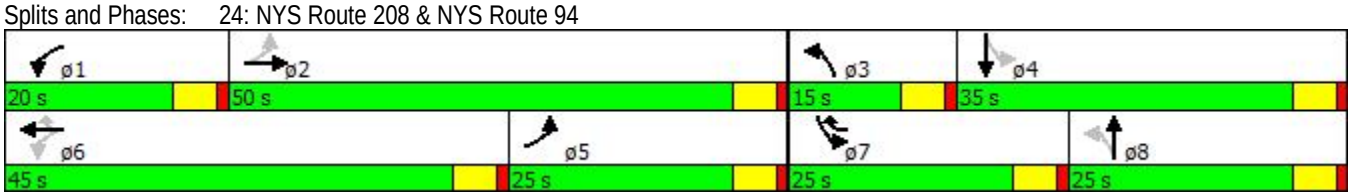
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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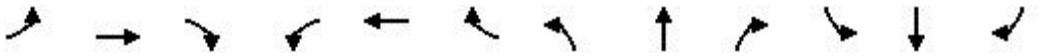

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1594	1762		1666	1818	1549	1706	1569		1728	1828	
Flt Permitted	0.57	1.00		0.20	1.00	1.00	0.66	1.00		0.14	1.00	
Satd. Flow (perm)	957	1762		358	1818	1549	1178	1569		264	1828	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
RTOR Reduction (vph)	0	4	0	0	0	90	0	0	0	0	9	0
Lane Group Flow (vph)	26	363	0	303	313	89	43	401	0	206	150	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	26.4	26.4		34.8	34.8	49.2	25.9	22.6		42.0	33.7	
Effective Green, g (s)	26.4	26.4		34.8	34.8	49.2	25.9	22.6		42.0	33.7	
Actuated g/C Ratio	0.27	0.27		0.35	0.35	0.50	0.26	0.23		0.43	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	300	471		327	641	772	327	359		326	624	
v/s Ratio Prot	0.01	c0.21		c0.14	0.17	0.02	0.00	c0.26		c0.09	0.08	
v/s Ratio Perm	0.02			c0.18		0.04	0.03			0.18		
v/c Ratio	0.09	0.77		0.93	0.49	0.12	0.13	1.12		0.63	0.24	
Uniform Delay, d1	27.2	33.3		26.7	24.9	13.1	27.5	38.0		21.3	23.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	6.7		30.8	0.2	0.0	0.1	83.0		2.9	0.1	
Delay (s)	27.2	40.0		57.5	25.2	13.2	27.6	121.0		24.2	23.4	
Level of Service	C	D		E	C	B	C	F		C	C	
Approach Delay (s)		39.2			34.8			112.0			23.9	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	98.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	621	559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	654	588	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	657	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	621	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	654	588	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	588	588	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	504	997	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	504	997	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	383	-	-
HCM Lane V/C Ratio	0.003	-	0.19	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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CLOVEWOOD

BUILD CONDITIONS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	411	210	3	497	238	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1755	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	447	228	3	540	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	675	0	0	543	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	14

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	411	210	3	497	238	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	447	228	3	540	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	675	0	1108	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	926	-	278	556
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	926	-	277	556
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	630	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	79.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	926	-	278
HCM Lane V/C Ratio	-	-	0.004	-	0.938
HCM Control Delay (s)	-	-	8.9	0	79.3
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	8.9

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	8	57	304	0	9	406	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.949						0.999	
Flt Protected		0.997			0.998			0.992			0.999	
Satd. Flow (prot)	0	1681	0	0	1783	0	0	1789	0	0	1852	0
Flt Permitted		0.997			0.998			0.992			0.999	
Satd. Flow (perm)	0	1681	0	0	1783	0	0	1789	0	0	1852	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	9	67	358	0	11	423	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	24	0	0	425	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	8	57	304	0	9	406	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	9	67	358	0	11	423	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	949	937	424	990	938	358	425	0	0	358	0	0
Stage 1	445	445	-	492	492	-	-	-	-	-	-	-
Stage 2	504	492	-	498	446	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	253	627	299	346	726	1145	-	-	1212	-	-
Stage 1	582	564	-	645	632	-	-	-	-	-	-	-
Stage 2	539	536	-	641	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	232	627	227	317	726	1145	-	-	1212	-	-
Mov Cap-2 Maneuver	205	232	-	227	317	-	-	-	-	-	-	-
Stage 1	540	557	-	598	586	-	-	-	-	-	-	-
Stage 2	481	497	-	527	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	14.7	1.3	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1145	-	-	461	394	1212	-	-
HCM Lane V/C Ratio	0.059	-	-	0.242	0.063	0.009	-	-
HCM Control Delay (s)	8.3	0	-	15.3	14.7	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	21	18	195	224	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.992	
Flt Protected	0.981			0.996		
Satd. Flow (prot)	1735	0	0	1838	1867	0
Flt Permitted	0.981			0.996		
Satd. Flow (perm)	1735	0	0	1838	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	24	20	222	255	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	242	271	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	21	18	195	224	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	24	20	222	255	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	526	263	270	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	563	798	1305	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	798	1305	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1305	-	682	-	-
HCM Lane V/C Ratio	0.016	-	0.057	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	134	641	223	142	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.965			
Flt Protected	0.976					0.992
Satd. Flow (prot)	1737	0	1820	0	0	1880
Flt Permitted	0.976					0.992
Satd. Flow (perm)	1737	0	1820	0	0	1880
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	140	668	232	148	808
Shared Lane Traffic (%)						
Lane Group Flow (vph)	280	0	900	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	26.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	134	641	223	142	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	140	668	232	148	808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	784	0	0	900	0
Stage 1	784	-	-	-	-	-
Stage 2	1104	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	221	493	-	-	742	-
Stage 1	696	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	493	-	-	742	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	198.4	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	219	742	-
HCM Lane V/C Ratio	-	-	1.275	0.199	-
HCM Control Delay (s)	-	-	198.4	11.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	14.7	0.7	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	63	654	225	399	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955			0.850		
Flt Protected	0.968					0.981
Satd. Flow (prot)	1725	0	1872	1591	0	1871
Flt Permitted	0.968					0.498
Satd. Flow (perm)	1725	0	1872	1591	0	950
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	66	681	234	416	669
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	681	234	0	1085
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.4		44.6	66.0		44.6
Actuated g/C Ratio	0.16		0.68	1.00		0.68

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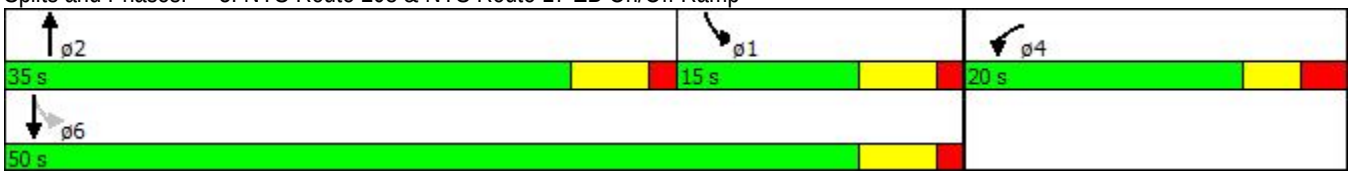
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.66		0.54	0.15		1.69
Control Delay	32.4		8.0	0.2		336.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.4		8.0	0.2		336.1
LOS	C		A	A		F
Approach Delay	32.4		6.0			336.1
Approach LOS	C		A			F
Queue Length 50th (ft)	62		117	0		~662
Queue Length 95th (ft)	122		230	0		#940
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1265	1591		641
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.54	0.15		1.69

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.69
Intersection Signal Delay: 171.4 Intersection LOS: F
Intersection Capacity Utilization 114.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	63	654	225	399	642
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1866	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	681	0	416	669
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	36
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1764	0	1872	1591	24	50
Grp Volume(v), veh/h	131	0	681	0	1085	0
Grp Sat Flow(s),veh/h/ln	1777	0	1872	1591	74	0
Q Serve(g_s), s	4.4	0.0	18.2	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	18.2	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.76	0.00	0.00	0.00
Avail Cap(c_a), veh/h	420	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	5.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	10.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	19.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		681			1085
Approach Delay, s/veh	29.8		19.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	292	51	377	297	128	693	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.994			0.993	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1900	1591	0	1710	0
Flt Permitted		0.692			0.668			0.847			0.807	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1619	1591	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				227			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	307	54	397	313	135	729	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	307	0	451	313	0	904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	

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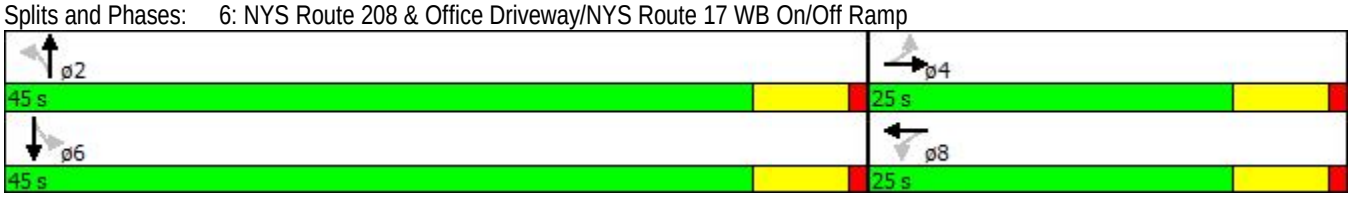
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.27			1.00	0.19		0.50	0.20		1.16	
Control Delay		14.4			78.6	0.3		11.9	0.3		107.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		11.9	0.3		107.6	
LOS		B			E	A		B	A		F	
Approach Delay		14.4			41.9			7.2			107.6	
Approach LOS		B			D			A			F	
Queue Length 50th (ft)		17			~150	0		109	0		~475	
Queue Length 95th (ft)		53			#309	0		180	0		#692	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		902	1591		776	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.19		0.50	0.20		1.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 54.3		Intersection LOS: D	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	292	51	377	297	128	693	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1912	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	397	0	135	729	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	127	861	908	179	794	42
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	119	1509	1591	208	1391	74
Grp Volume(v), veh/h	98	0	0	348	0	0	451	0	0	904	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1628	0	1591	1673	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	23.2	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	8.9	0.0	0.0	32.1	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.12		1.00	0.15		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1035	0	908	1064	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.44	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1035	0	908	1064	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.1	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.3	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	4.7	0.0	0.0	16.0	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	9.5	0.0	0.0	21.2	0.0	0.0
LnGrp LOS	B			C			A			C		
Approach Vol, veh/h		98			348			451			904	
Approach Delay, s/veh		19.9			25.7			9.5			21.2	
Approach LOS		B			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	715	856	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.996			0.980	
Satd. Flow (prot)	0	1741	1739	0	1922	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1741	1739	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	737	882	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	798	915	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	4.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	715	856	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	737	882	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	915	0	-	0	1758	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	859	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	754	-	-	-	78	324
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	754	-	-	-	67	324
Mov Cap-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	328	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	88.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	754	-	126	-	-
HCM Lane V/C Ratio	0.081	-	0.736	-	-
HCM Control Delay (s)	10.2	0	88.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.2	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	740	866	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	771	902	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	785	913	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	740	866	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	771	902	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1706	908	914	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	102	336	754	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	336	754	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	25.9	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	754	-	202	-	-
HCM Lane V/C Ratio	0.018	-	0.15	-	-
HCM Control Delay (s)	9.9	0	25.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	687	855	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1810	1857	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	747	929	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	752	995	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	88.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	687	855	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	747	929	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1721	963	996	0	-	0
Stage 1	963	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 82	296	703	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 81	296	703	-	-	-
Mov Cap-2 Maneuver	~ 81	-	-	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 806.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	703	-	85	-	-
HCM Lane V/C Ratio	0.008	-	2.545	-	-
HCM Control Delay (s)	10.2	0	$ 806.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	20.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	862	907	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	898	945	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	909	948	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	862	907	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	898	945	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1867	946	948	0	-	0
Stage 1	946	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	73	312	732	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	312	732	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	186	-	-
HCM Lane V/C Ratio	0.016	-	0.056	-	-
HCM Control Delay (s)	10	0	25.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	643	65	16	768	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.988			0.993	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1800	0	0	1831	0
Flt Permitted		0.983			0.958			0.930			0.982	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1679	0	0	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		7			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	670	68	17	800	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	780	0	0	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.6			8.1	8.1		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.42			0.34	0.10		0.71			0.73	
Control Delay		24.5			32.8	0.7		17.3			17.7	

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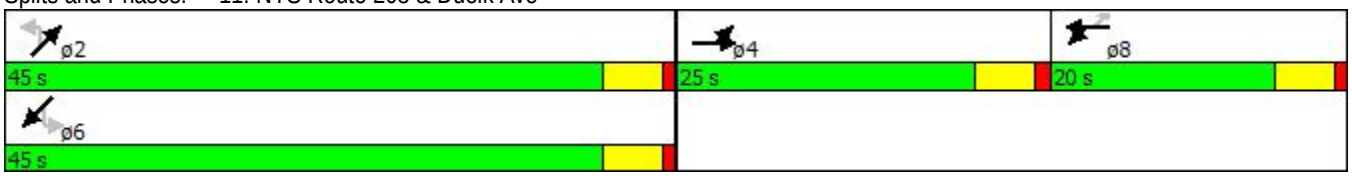
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		17.3			17.7	
LOS		C			C	A		B			B	
Approach Delay		24.5			24.5			17.3			17.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		20			32	0		233			265	
Queue Length 95th (ft)		61			73	0		#538			#594	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1097			1175	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.71			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	643	65	16	768	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	670	68	17	800	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	92	989	98	66	1111	58
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	52	1571	155	14	1766	91
Grp Volume(v), veh/h	91	0	0	81	0	28	780	0	0	859	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1777	0	0	1871	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	17.0	0.0	0.0	19.6	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.09	0.02		0.05
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1178	0	0	1235	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.66	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1178	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	7.5	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	2.9	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	9.4	0.0	0.0	11.1	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	10.5	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			780			859	
Approach Delay, s/veh		33.1			32.7			10.5			11.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	673	792	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1816	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1816	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	724	852	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	753	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	673	792	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	724	852	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1637	855	858	0	-	0
Stage 1	855	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	344	791	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	344	791	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	791	-	202	-	-
HCM Lane V/C Ratio	0.037	-	0.224	-	-
HCM Control Delay (s)	9.7	0	27.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	668	15	5	789
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1813	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	718	16	5	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	734	0	0	853
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	668	15	5	789
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	718	16	5	848

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1585	726	0	0	734	0
Stage 1	726	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	157	455	-	-	880	-
Stage 1	545	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	455	-	-	880	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	24.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	206	880	-
HCM Lane V/C Ratio	-	-	0.084	0.006	-
HCM Control Delay (s)	-	-	24.1	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	672	793	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	700	826	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	702	828	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	672	793	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	700	826	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1531	827	828	0	-	0
Stage 1	827	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	110	358	812	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	358	812	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	26.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	812	-	168	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s)	9.4	0	26.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	667	6	18	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	695	6	19	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	701	0	0	829
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	667	6	18	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	695	6	19	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1546	698	0	0	701	0
Stage 1	698	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	151	461	-	-	905	-
Stage 1	537	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	461	-	-	905	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	23.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	236	905	-
HCM Lane V/C Ratio	-	-	0.172	0.021	-
HCM Control Delay (s)	-	-	23.4	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	658	28	20	758	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	731	31	22	842	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	765	0	0	873	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	658	28	20	758	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	731	31	22	842	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1653	1660	847	1646	1649	747	851	0	0	762	0	0
Stage 1	891	891	-	753	753	-	-	-	-	-	-	-
Stage 2	762	769	-	893	896	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	108	373	106	132	443	796	-	-	859	-	-
Stage 1	357	382	-	459	477	-	-	-	-	-	-	-
Stage 2	418	431	-	393	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	102	373	99	125	443	796	-	-	859	-	-
Mov Cap-2 Maneuver	80	102	-	99	125	-	-	-	-	-	-	-
Stage 1	355	363	-	456	474	-	-	-	-	-	-	-
Stage 2	398	428	-	369	399	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	47.3	54.5	0	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	796	-	-	129	95	859	-	-
HCM Lane V/C Ratio	0.004	-	-	0.457	0.105	0.026	-	-
HCM Control Delay (s)	9.5	0	-	54.5	47.3	9.3	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2	0.3	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	677	2	2	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	713	2	2	826
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	715	0	0	828
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	677	2	2	785
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	713	2	2	826

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1545	714	0	0	715	0
Stage 1	714	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	165	461	-	-	895	-
Stage 1	551	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	164	461	-	-	895	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	242	895	-
HCM Lane V/C Ratio	-	-	0.017	0.002	-
HCM Control Delay (s)	-	-	20.1	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	587	21	11	663	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.988	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	631	23	12	713	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	677	0	0	793	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	587	21	11	663	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	631	23	12	713	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	1469	747	1462	1492	642	781	0	0	654	0	0
Stage 1	770	770	-	688	688	-	-	-	-	-	-	-
Stage 2	695	699	-	774	804	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	99	119	408	117	135	486	845	-	-	943	-	-
Stage 1	380	396	-	457	468	-	-	-	-	-	-	-
Stage 2	419	428	-	412	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	111	408	108	126	486	845	-	-	943	-	-
Mov Cap-2 Maneuver	91	111	-	108	126	-	-	-	-	-	-	-
Stage 1	364	387	-	437	448	-	-	-	-	-	-	-
Stage 2	389	410	-	396	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53.1	29.5	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	102	177	943	-	-
HCM Lane V/C Ratio	0.027	-	-	0.274	0.17	0.013	-	-
HCM Control Delay (s)	9.4	0	-	53.1	29.5	8.9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	690	6	2	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	711	6	2	893
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	711	6	2	893
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	690	6	2	866
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	711	6	2	893

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1608	711	0	0	711	0
Stage 1	711	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	155	472	-	-	898	-
Stage 1	547	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	472	-	-	898	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	179	898	-
HCM Lane V/C Ratio	-	-	0.058	0.002	-
HCM Control Delay (s)	-	-	26.3	9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	4	8	208	9	9	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.995			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1670	0	1816	0	0	1877
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1670	0	1816	0	0	1877
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	5	9	236	10	10	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	246	0	0	279
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	4	8	208	9	9	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	5	9	236	10	10	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	531	241	0	0	247	0
Stage 1	241	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	509	798	-	-	1319	-
Stage 1	799	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	798	-	-	1319	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	668	1319	-
HCM Lane V/C Ratio	-	-	0.02	0.008	-
HCM Control Delay (s)	-	-	10.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	8	616	63	9	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.251	
Satd. Flow (perm)	1770	1583	1900	1599	452	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		9		68		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	65	9	670	68	10	790
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	9	670	68	10	790
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	6.9	6.9	28.8	41.4	28.7	30.2

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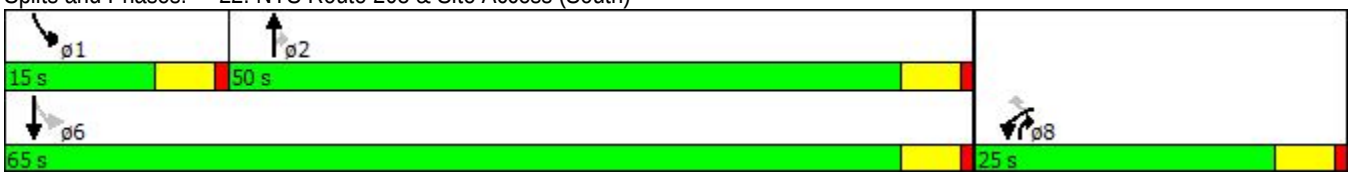
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.16	0.16	0.66	0.95	0.66	0.70
v/c Ratio	0.23	0.03	0.53	0.04	0.02	0.60
Control Delay	20.8	12.6	8.7	0.5	3.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	12.6	8.7	0.5	3.4	7.7
LOS	C	B	A	A	A	A
Approach Delay	19.8		7.9			7.6
Approach LOS	B		A			A
Queue Length 50th (ft)	11	0	74	0	1	97
Queue Length 95th (ft)	54	11	279	6	4	217
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	869	782	1781	1575	608	1859
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.38	0.04	0.02	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.4			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	60	8	616	63	9	727
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	65	9	670	68	10	790
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	129	115	940	908	382	1219
Arrive On Green	0.07	0.07	0.49	0.49	0.01	0.65
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	65	9	670	68	10	790
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	1.3	0.2	9.8	0.7	0.1	9.1
Cycle Q Clear(g_c), s	1.3	0.2	9.8	0.7	0.1	9.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	129	115	940	908	382	1219
V/C Ratio(X)	0.50	0.08	0.71	0.07	0.03	0.65
Avail Cap(c_a), veh/h	991	885	2389	2127	855	3154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	15.5	7.1	3.5	5.4	3.8
Incr Delay (d2), s/veh	1.1	0.1	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	5.1	0.3	0.0	4.7
LnGrp Delay(d),s/veh	17.1	15.6	7.4	3.5	5.4	4.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	74		738			800
Approach Delay, s/veh	16.9		7.1			4.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.5	22.7				28.2		7.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.1	11.8				11.1		3.3
Green Ext Time (p_c), s	0.0	5.9				6.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	193	14	8	219	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	222	16	9	252	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	261	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	193	14	8	219	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	222	16	9	252	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	238	0	0	500	500	230	509	508	252
Stage 1	-	-	-	-	-	-	230	230	-	270	270	-
Stage 2	-	-	-	-	-	-	270	270	-	239	238	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1325	-	-	1341	-	-	512	503	825	465	458	786
Stage 1	-	-	-	-	-	-	798	736	-	729	679	-
Stage 2	-	-	-	-	-	-	763	711	-	759	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1325	-	-	1341	-	-	509	499	825	453	454	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	509	499	-	453	454	-
Stage 1	-	-	-	-	-	-	798	736	-	729	674	-
Stage 2	-	-	-	-	-	-	757	705	-	743	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	613	1325	-	-	1341	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.3	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	29	272	313	290	35	128	186	173	155	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.911			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1775	0	1668	1818	1583	1661	1598	0	1762	1819	0
Flt Permitted	0.550			0.208			0.618			0.155		
Satd. Flow (perm)	914	1775	0	361	1818	1505	1057	1598	0	288	1819	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				326					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	33	306	352	326	39	144	209	194	174	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	433	0	306	352	326	39	353	0	194	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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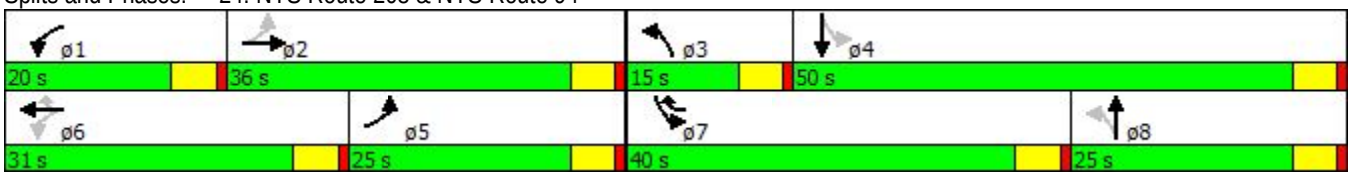
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	29.0	28.7		34.3	34.3	48.4	25.1	20.1		39.2	33.0	
Actuated g/C Ratio	0.30	0.29		0.35	0.35	0.49	0.26	0.21		0.40	0.34	
v/c Ratio	0.11	0.83		0.94	0.55	0.35	0.13	1.08		0.60	0.36	
Control Delay	27.6	47.7		69.0	34.5	2.2	20.9	112.0		28.4	26.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	47.7		69.0	34.5	2.2	20.9	112.0		28.4	26.9	
LOS	C	D		E	C	A	C	F		C	C	
Approach Delay		46.0			34.5			103.0			27.6	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	17	248		~189	207	0	15	~256		83	108	
Queue Length 95th (ft)	45	#426		#379	#352	21	36	#456		134	177	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	413	565		327	638	1189	386	327		643	846	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.94	0.55	0.27	0.10	1.08		0.30	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	29	272	313	290	35	128	186	173	155	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	33	306	352	326	39	144	209	194	174	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	476	435	36	377	415	509	347	151	219	287	427	125
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.02	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1527	126	1792	1881	1547	1723	681	988	1828	1410	413
Grp Volume(v), veh/h	39	0	433	306	352	326	39	0	353	194	0	225
Grp Sat Flow(s),veh/h/ln	1720	0	1653	1792	1881	1547	1723	0	1669	1828	0	1823
Q Serve(g_s), s	0.0	0.0	22.9	15.0	16.2	6.7	1.6	0.0	18.9	7.0	0.0	8.9
Cycle Q Clear(g_c), s	0.0	0.0	22.9	15.0	16.2	6.7	1.6	0.0	18.9	7.0	0.0	8.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.23
Lane Grp Cap(c), veh/h	476	0	471	377	415	509	347	0	369	287	0	552
V/C Ratio(X)	0.08	0.00	0.92	0.81	0.85	0.64	0.11	0.00	0.96	0.68	0.00	0.41
Avail Cap(c_a), veh/h	476	0	567	377	541	613	495	0	369	801	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.0	33.8	9.0	26.3	0.0	34.7	24.0	0.0	25.1
Incr Delay (d2), s/veh	0.0	0.0	16.8	11.8	7.8	0.9	0.1	0.0	35.0	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.7	8.5	9.3	3.1	0.7	0.0	12.3	3.5	0.0	4.5
LnGrp Delay(d),s/veh	26.8	0.0	48.1	47.8	41.5	9.9	26.3	0.0	69.7	25.1	0.0	25.2
LnGrp LOS	C		D	D	D	A	C		E	C		C
Approach Vol, veh/h		472			984			392			419	
Approach Delay, s/veh		46.3			33.0			65.4			25.2	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	30.7	7.2	32.3	25.8	24.9	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	24.9	3.6	10.9	2.0	18.2	9.0	20.9
Green Ext Time (p_c), s	0.0	0.8	0.0	2.2	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	617	679	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	663	730	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	671	731	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	617	679	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	663	730	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1409	731	731	0	-	0
Stage 1	731	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	417	883	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	417	883	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	883	-	306	-	-
HCM Lane V/C Ratio	0.009	-	0.246	-	-
HCM Control Delay (s)	9.1	0	20.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	63	654	225	399	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955			0.850		
Flt Protected	0.968					0.981
Satd. Flow (prot)	1725	0	1872	1591	0	1871
Flt Permitted	0.968					0.498
Satd. Flow (perm)	1725	0	1872	1591	0	950
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	66	681	234	416	669
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	681	234	0	1085
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.4		44.6	66.0		44.6
Actuated g/C Ratio	0.16		0.68	1.00		0.68

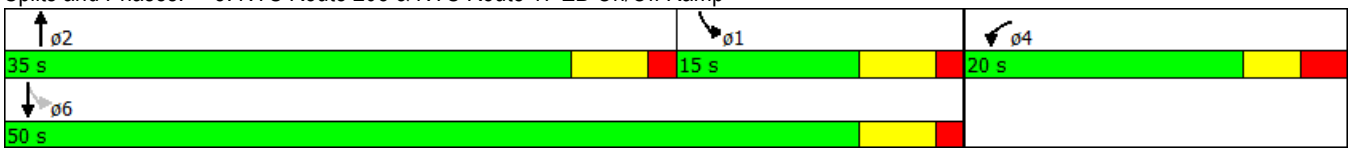
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.66		0.54	0.15		1.69
Control Delay	32.4		8.0	0.2		336.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.4		8.0	0.2		336.1
LOS	C		A	A		F
Approach Delay	32.4		6.0			336.1
Approach LOS	C		A			F
Queue Length 50th (ft)	62		117	0		~662
Queue Length 95th (ft)	122		230	0		#940
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1265	1591		641
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.54	0.15		1.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.69			
Intersection Signal Delay: 171.4		Intersection LOS: F	
Intersection Capacity Utilization 114.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	63	654	225	399	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1724		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.50
Satd. Flow (perm)	1724		1872	1591		950
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	66	681	234	416	669
RTOR Reduction (vph)	28	0	0	0	0	0
Lane Group Flow (vph)	168	0	681	234	0	1085
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.4		44.6	66.0		44.6
Effective Green, g (s)	10.4		44.6	66.0		44.6
Actuated g/C Ratio	0.16		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	271		1265	1591		641
v/s Ratio Prot	c0.10		0.36			
v/s Ratio Perm				0.15		c1.14
v/c Ratio	0.62		0.54	0.15		1.69
Uniform Delay, d1	26.0		5.5	0.0		10.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.2		1.6	0.2		318.4
Delay (s)	29.1		7.1	0.2		329.1
Level of Service	C		A	A		F
Approach Delay (s)	29.1		5.3			329.1
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	167.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	114.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	63	654	225	399	642
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1866	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	681	0	416	669
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	36
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1764	0	1872	1591	24	50
Grp Volume(v), veh/h	131	0	681	0	1085	0
Grp Sat Flow(s),veh/h/ln	1777	0	1872	1591	74	0
Q Serve(g_s), s	4.4	0.0	18.2	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	18.2	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.38	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.76	0.00	0.00	0.00
Avail Cap(c_a), veh/h	420	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	5.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	10.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	19.0	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		681			1085
Approach Delay, s/veh	29.8		19.0			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	311	124	0	598	301	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	362	144	0	695	350	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	0	695	351	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	44.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	311	124	0	598	301	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	5	5	4	5	5
Mvmt Flow	362	144	0	695	350	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	506	0	1129	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	-	-	4.15	-	5.85	5.95
Critical Hdwy Stg 1	-	-	-	-	4.85	-
Critical Hdwy Stg 2	-	-	-	-	4.85	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1043	-	~ 269	638
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1043	-	~ 269	638
Mov Cap-2 Maneuver	-	-	-	-	~ 269	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	550	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	197.2
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1043	-	270
HCM Lane V/C Ratio	-	-	-	-	1.301
HCM Control Delay (s)	-	-	0	-	197.2
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	17.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	11	71	11	13	16	17	279	15	29	538	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.945			0.994			0.997	
Flt Protected		0.998			0.986			0.997			0.997	
Satd. Flow (prot)	0	1594	0	0	1671	0	0	1731	0	0	1789	0
Flt Permitted		0.998			0.986			0.997			0.997	
Satd. Flow (perm)	0	1594	0	0	1671	0	0	1731	0	0	1789	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	13	83	13	15	19	20	324	17	34	566	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	47	0	0	361	0	0	612	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	11	71	11	13	16	17	279	15	29	538	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	95	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	13	83	13	15	19	20	324	17	34	566	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1021	572	1060	1018	333	578	0	0	342	0	0
Stage 1	640	640	-	373	373	-	-	-	-	-	-	-
Stage 2	390	381	-	687	645	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	6.15	5.55	5.75	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	5.15	4.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	197	221	506	268	311	735	981	-	-	1200	-	-
Stage 1	443	449	-	712	680	-	-	-	-	-	-	-
Stage 2	615	595	-	523	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	206	506	203	290	735	981	-	-	1200	-	-
Mov Cap-2 Maneuver	175	206	-	203	290	-	-	-	-	-	-	-
Stage 1	432	430	-	694	663	-	-	-	-	-	-	-
Stage 2	571	580	-	407	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	17.6	0.5	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	403	331	1200	-	-
HCM Lane V/C Ratio	0.02	-	-	0.245	0.141	0.028	-	-
HCM Control Delay (s)	8.7	0	-	16.8	17.6	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	14	32	13	127	264	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906				0.986	
Flt Protected	0.985			0.995		
Satd. Flow (prot)	1639	0	0	1764	1784	0
Flt Permitted	0.985			0.995		
Satd. Flow (perm)	1639	0	0	1764	1784	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	17	39	16	155	322	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	171	360	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	14	32	13	127	264	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	17	39	16	155	322	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	341	360	0	-	0
Stage 1	341	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	5.85	5.95	4.15	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	552	715	1182	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	544	715	1182	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1182	-	653	-	-
HCM Lane V/C Ratio	0.013	-	0.086	-	-
HCM Control Delay (s)	8.1	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	129	415	113	125	1181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.971			
Flt Protected	0.970					0.995
Satd. Flow (prot)	1740	0	1799	0	0	1830
Flt Permitted	0.970					0.995
Satd. Flow (perm)	1740	0	1799	0	0	1830
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	139	446	122	134	1270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	568	0	0	1404
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	111

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	214	129	415	113	125	1181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	230	139	446	122	134	1270

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2046	507	0	0	568	0
Stage 1	507	-	-	-	-	-
Stage 2	1539	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 192	651	-	-	1004	-
Stage 1	802	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 105	651	-	-	1004	-
Mov Cap-2 Maneuver	~ 105	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 701.2	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	1004	-
HCM Lane V/C Ratio	-	-	2.411	0.134	-
HCM Control Delay (s)	-	-	$ 701.2	9.1	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	31.4	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	104	611	355	596	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.975
Satd. Flow (prot)	1697	0	1818	1575	0	1816
Flt Permitted	0.977					0.456
Satd. Flow (perm)	1697	0	1818	1575	0	849
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	75			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	112	657	382	641	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	657	382	0	1225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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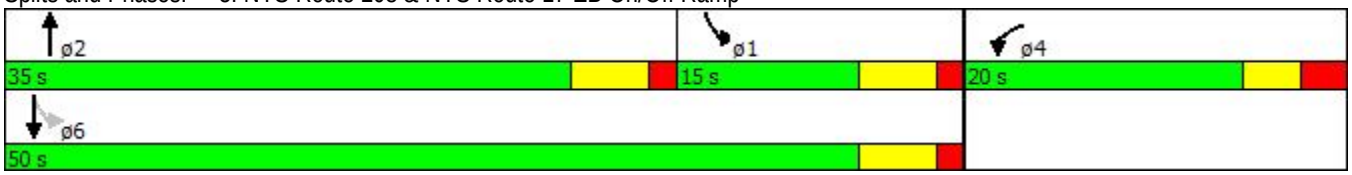
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.67		0.53	0.24		2.11
Control Delay	27.6		7.7	0.4		523.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.7	0.4		523.1
Queue Length 50th (ft)	50		106	0		~576
Queue Length 95th (ft)	111		223	0		#891
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	436		1243	1575		580
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.53	0.24		2.11

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.2	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	104	611	355	596	543
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	97	0	657	0	641	584
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	115	22
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	32	29
Grp Volume(v), veh/h	98	0	657	0	1225	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.2	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.2	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.52	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.3	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		657			1225
Approach Delay, s/veh	30.7		17.3			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	152	60	279	358	174	966	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.996	
Flt Protected		0.981			0.961			0.991			0.993	
Satd. Flow (prot)	0	1709	0	0	1808	1599	0	1844	1607	0	1667	0
Flt Permitted		0.832			0.730			0.696			0.841	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1295	1607	0	1412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				177			416		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	177	70	324	416	202	1123	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	177	0	394	416	0	1362	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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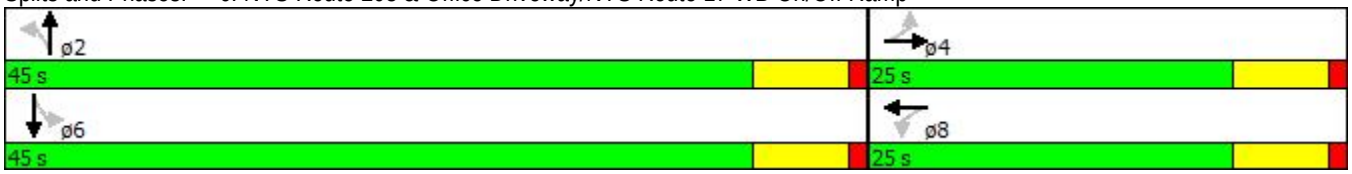
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
v/c Ratio		0.16			0.69	0.11		0.50	0.26		1.58	
Control Delay		14.0			36.8	0.1		10.8	0.4		285.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.0			36.8	0.1		10.8	0.4		285.6	
Queue Length 50th (ft)		8			69	0		76	0		~794	
Queue Length 95th (ft)		30			122	0		161	0		#1076	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			407	1599		789	1607		862	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.11			0.47	0.11		0.50	0.26		1.58	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.2
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	152	60	279	358	174	966	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1861	1891	1872	1806	1872
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	324	0	202	1123	37
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	4	4	4
Cap, veh/h	154	64	125	299	41	247	166	711	1039	208	891	29
Arrive On Green	0.19	0.15	0.15	0.19	0.15	0.00	0.68	0.65	0.00	0.68	0.65	0.65
Sat Flow, veh/h	464	411	808	1234	267	1599	149	1100	1607	216	1377	45
Grp Volume(v), veh/h	50	0	0	191	0	0	394	0	0	1362	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0	1501	0	1599	1249	0	1607	1638	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	35.4	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.0	0.0	0.0	5.6	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.38		0.48	0.82		1.00	0.18		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	398	0	0	391	0	247	919	0	1039	1182	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.49	0.00	0.00	0.43	0.00	0.00	1.15	0.00	0.00
Avail Cap(c_a), veh/h	643	0	0	624	0	504	919	0	1039	1182	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.6	0.0	0.0	4.7	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0	78.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	44.5	0.0	0.0
LnGrp Delay(d),s/veh	21.9	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	90.4	0.0	0.0
LnGrp LOS	C			C			A			F		
Approach Vol, veh/h		50			191			394			1362	
Approach Delay, s/veh		21.9			24.0			6.1			90.4	
Approach LOS		C			C			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		15.3		45.0		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		9.0
Green Ext Time (p_c), s		0.0		0.6		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	65.7
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	447	1211	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1692	1695	0	1821	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	481	1302	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	520	1311	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	5.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	36	447	1211	8	8	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	39	481	1302	9	9	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1311	0	-	0	1864	1306
Stage 1	-	-	-	-	1306	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	528	-	-	-	65	182
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	528	-	-	-	58	182
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	485	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	85.6
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	528	-	159	-	-
HCM Lane V/C Ratio	0.073	-	0.812	-	-
HCM Control Delay (s)	12.4	0	85.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5.3	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	442	1183	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1877	0	0	1809	1773	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	475	1272	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	489	1277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	36	13	442	1183	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	39	14	475	1272	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1778	1275	1277	0	-	0
Stage 1	1275	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	91	204	544	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	88	204	544	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	41.1	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	544	-	151	-	-
HCM Lane V/C Ratio	0.026	-	0.349	-	-
HCM Control Delay (s)	11.8	0	41.1	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	457	1174	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.979	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1769	0
Flt Permitted	0.961					
Satd. Flow (perm)	1667	0	0	1758	1769	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	497	1276	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	502	1515	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	86	21	5	457	1174	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	93	23	5	497	1276	239

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1904	1396	1515	0	-	0
Stage 1	1396	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 61	160	441	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 60	160	441	-	-	-
Mov Cap-2 Maneuver	~ 60	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 475.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	441	-	68	-	-
HCM Lane V/C Ratio	0.012	-	1.71	-	-
HCM Control Delay (s)	13.3	0	$ 475.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	10.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	537	1392	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted						
Satd. Flow (perm)	1603	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	577	1497	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	579	1498	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	2	537	1392	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	1	2	577	1497	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2079	1497	1498	0	-	0
Stage 1	1497	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	52	144	448	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	144	448	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	448	-	144	-	-
HCM Lane V/C Ratio	0.005	-	0.007	-	-
HCM Control Delay (s)	13.1	0	30.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	412	21	18	1056	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1750	0	0	1761	0
Flt Permitted		0.986			0.960			0.926			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1624	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		3			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	434	22	19	1112	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	479	0	0	1182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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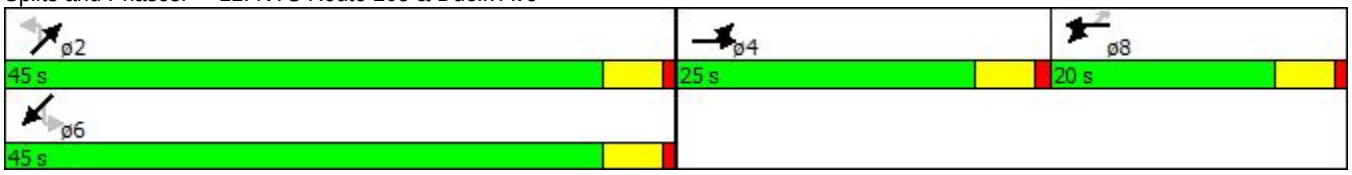
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	20.0		15.0	15.0	15.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.39			0.41	0.09		0.45			1.04	
Control Delay		20.2			33.5	0.7		11.1			59.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.2			33.5	0.7		11.1			59.2	
Queue Length 50th (ft)		11			40	0		110			~621	
Queue Length 95th (ft)		51			87	0		228			#972	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1055			1134	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.45			1.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 69.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	412	21	18	1056	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1825	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	434	22	19	1112	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	79	989	49	64	1073	49
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	33	1585	78	12	1719	78
Grp Volume(v), veh/h	83	0	0	101	0	25	479	0	0	1182	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1696	0	0	1809	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	16.1	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	8.7	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.04
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1117	0	0	1186	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.43	0.00	0.00	1.00	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1117	0	0	1186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.2	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.2	0.0	0.0	25.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	4.6	0.0	0.0	29.0	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.4	0.0	0.0	38.2	0.0	0.0
LnGrp LOS	C			C		C	A			D		
Approach Vol, veh/h		83			126			479			1182	
Approach Delay, s/veh		34.2			33.5			7.4			38.2	
Approach LOS		C			C			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	450	1098	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1746	0
Flt Permitted	0.985			0.999		
Satd. Flow (perm)	1623	0	0	1758	1746	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	479	1168	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	488	1174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	24	8	450	1098	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	5	25	4	4	17
Mvmt Flow	11	26	9	479	1168	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1667	1171	1174	0	-	0
Stage 1	1171	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	6.91	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.91	-	-	-	-	-
Critical Hdwy Stg 2	5.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	84	217	520	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	217	520	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.6	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	520	-	146	-	-
HCM Lane V/C Ratio	0.016	-	0.248	-	-
HCM Control Delay (s)	12	0	37.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	457	2	2	1094
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	486	2	2	1164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	488	0	0	1166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	2	457	2	2	1094
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	11	2	486	2	2	1164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1655	487	0	0	488	0
Stage 1	487	-	-	-	-	-
Stage 2	1168	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	143	607	-	-	1080	-
Stage 1	672	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	607	-	-	1080	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	29	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	163	1080	-
HCM Lane V/C Ratio	-	-	0.078	0.002	-
HCM Control Delay (s)	-	-	29	8.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	459	1095	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	483	1153	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	483	1155	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	1	0	459	1095	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	483	1153	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1637	1154	1155	0	-	0
Stage 1	1154	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	227	612	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	227	612	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	612	-	227	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	454	5	7	1085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1762
Flt Permitted	0.982					
Satd. Flow (perm)	1610	0	1759	0	0	1762
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	516	6	8	1233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	522	0	0	1241
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	13	22	454	5	7	1085
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	1	4	20	43	4
Mvmt Flow	15	25	516	6	8	1233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1768	519	0	0	522	0
Stage 1	519	-	-	-	-	-
Stage 2	1249	-	-	-	-	-
Critical Hdwy	6.08	6.01	-	-	4.53	-
Critical Hdwy Stg 1	5.08	-	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-	-
Follow-up Hdwy	3.572	3.309	-	-	2.587	-
Pot Cap-1 Maneuver	108	575	-	-	865	-
Stage 1	620	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	575	-	-	865	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	25.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	216	865	-
HCM Lane V/C Ratio	-	-	0.184	0.009	-
HCM Control Delay (s)	-	-	25.4	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	466	10	3	1065	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.961			0.970							
Satd. Flow (perm)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	501	11	3	1145	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	513	0	0	1151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	8	0	2	25	0	15	1	466	10	3	1065	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	14	100	4	1	1	4	1
Mvmt Flow	9	0	2	27	0	16	1	501	11	3	1145	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1670	1667	1147	1663	1664	506	1148	0	0	512	0	0
Stage 1	1153	1153	-	509	509	-	-	-	-	-	-	-
Stage 2	517	514	-	1154	1155	-	-	-	-	-	-	-
Critical Hdwy	6.91	6.31	6.11	6.51	5.91	6.04	5.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.91	5.31	-	5.51	4.91	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.426	3.1	-	-	2.209	-	-
Pot Cap-1 Maneuver	84	106	251	102	128	566	360	-	-	1058	-	-
Stage 1	257	291	-	597	588	-	-	-	-	-	-	-
Stage 2	559	553	-	292	330	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	105	251	100	126	566	360	-	-	1058	-	-
Mov Cap-2 Maneuver	81	105	-	100	126	-	-	-	-	-	-	-
Stage 1	256	289	-	595	586	-	-	-	-	-	-	-
Stage 2	541	551	-	287	327	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	48.2	40	0	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	360	-	-	145	94	1058	-	-
HCM Lane V/C Ratio	0.003	-	-	0.297	0.114	0.003	-	-
HCM Control Delay (s)	15	0	-	40	48.2	8.4	0	-
HCM Lane LOS	C	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	487	2	2	1069
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1737	0	1816	0	0	1836
Flt Permitted	0.976					
Satd. Flow (perm)	1737	0	1816	0	0	1836
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	2	2	529	2	2	1162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	531	0	0	1164
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	487	2	2	1069
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	4	1	1	4
Mvmt Flow	2	2	529	2	2	1162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1696	530	0	0	532	0
Stage 1	530	-	-	-	-	-
Stage 2	1166	-	-	-	-	-
Critical Hdwy	5.81	5.91	-	-	4.11	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	136	576	-	-	1041	-
Stage 1	647	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	576	-	-	1041	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	219	1041	-
HCM Lane V/C Ratio	-	-	0.02	0.002	-
HCM Control Delay (s)	-	-	21.8	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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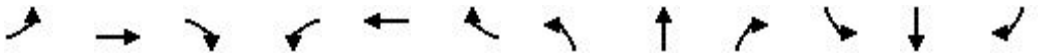

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	423	17	5	806	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.980			0.976			0.996				
Satd. Flow (perm)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	450	18	5	857	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	508	0	0	956	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	11	2	14	3	1	2	38	423	17	5	806	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	4	1	1	4	1
Mvmt Flow	12	2	15	3	1	2	40	450	18	5	857	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1456	1464	904	1463	1502	459	951	0	0	468	0	0
Stage 1	915	915	-	540	540	-	-	-	-	-	-	-
Stage 2	541	549	-	923	962	-	-	-	-	-	-	-
Critical Hdwy	7.31	6.71	6.31	6.91	6.31	6.11	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.31	5.71	-	5.91	5.31	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	100	119	328	116	133	612	726	-	-	1099	-	-
Stage 1	312	335	-	544	539	-	-	-	-	-	-	-
Stage 2	511	502	-	342	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	109	328	102	122	612	726	-	-	1099	-	-
Mov Cap-2 Maneuver	93	109	-	102	122	-	-	-	-	-	-	-
Stage 1	289	332	-	503	499	-	-	-	-	-	-	-
Stage 2	470	464	-	321	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.4	30.6	0.8	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	726	-	-	151	147	1099	-	-
HCM Lane V/C Ratio	0.056	-	-	0.19	0.043	0.005	-	-
HCM Control Delay (s)	10.3	0	-	34.4	30.6	8.3	0	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	446	28	16	1179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1683	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	480	30	17	1268
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	480	30	17	1268
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	16	446	28	16	1179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	17	480	30	17	1268

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1782	480	0	0	480	0
Stage 1	480	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	120	581	-	-	995	-
Stage 1	653	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	581	-	-	995	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	995	-
HCM Lane V/C Ratio	-	-	0.249	0.017	-
HCM Control Delay (s)	-	-	32.6	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	21	129	6	6	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.994			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1664	0	1765	0	0	1809
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1664	0	1765	0	0	1809
Link Speed (mph)	30		30			30
Link Distance (ft)	335		339			993
Travel Time (s)	7.6		7.7			22.6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	12	26	157	7	7	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	164	0	0	362
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	21	129	6	6	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	12	26	157	7	7	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	531	161	0	0	165	0
Stage 1	161	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	509	884	-	-	1413	-
Stage 1	868	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	506	884	-	-	1413	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	712	1413	-
HCM Lane V/C Ratio	-	-	0.053	0.005	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	157	21	428	39	6	914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1827
Flt Permitted	0.950				0.383	
Satd. Flow (perm)	1770	1583	1845	1599	690	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		45		
Link Speed (mph)	30		45			45
Link Distance (ft)	304		386			287
Travel Time (s)	6.9		5.8			4.3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	183	24	498	45	7	1063
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	24	498	45	7	1063
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA

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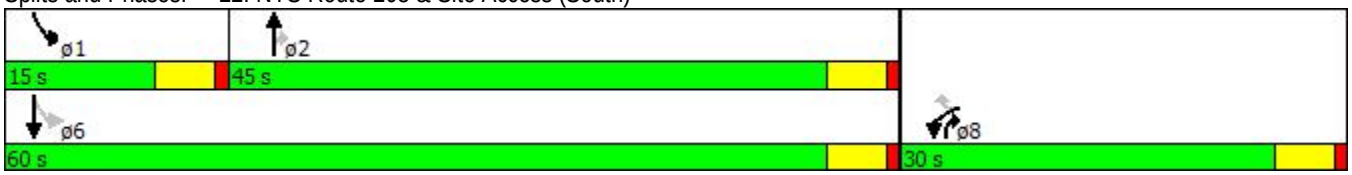
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	30.0	30.0	45.0	30.0	15.0	60.0
Total Split (%)	33.3%	33.3%	50.0%	33.3%	16.7%	66.7%
Maximum Green (s)	25.0	25.0	40.0	25.0	10.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.61	0.08	0.41	0.03	0.01	0.84
Control Delay	37.5	12.0	8.1	0.4	4.3	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	12.0	8.1	0.4	4.3	17.5
Queue Length 50th (ft)	79	0	77	0	1	289
Queue Length 95th (ft)	139	18	215	4	5	#566
Internal Link Dist (ft)	224		306			207
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	622	572	1226	1569	618	1413
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.04	0.41	0.03	0.01	0.75

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	157	21	428	39	6	914
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1827
Adj Flow Rate, veh/h	183	24	498	45	7	1063
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	252	225	1010	1103	488	1200
Arrive On Green	0.14	0.14	0.55	0.55	0.01	0.66
Sat Flow, veh/h	1774	1583	1845	1599	1774	1827
Grp Volume(v), veh/h	183	24	498	45	7	1063
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1827
Q Serve(g_s), s	4.9	0.7	8.3	0.4	0.1	23.8
Cycle Q Clear(g_c), s	4.9	0.7	8.3	0.4	0.1	23.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	252	225	1010	1103	488	1200
V/C Ratio(X)	0.73	0.11	0.49	0.04	0.01	0.89
Avail Cap(c_a), veh/h	891	795	1482	1512	828	2018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	18.6	7.0	2.5	5.1	7.0
Incr Delay (d2), s/veh	1.5	0.1	0.1	0.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.3	4.2	0.3	0.0	12.0
LnGrp Delay(d),s/veh	21.9	18.7	7.1	2.5	5.1	8.5
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	207		543			1070
Approach Delay, s/veh	21.6		6.7			8.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.5	32.2				37.7		12.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	40.0				55.0		25.0
Max Q Clear Time (g_c+I1), s	2.1	10.3				25.8		6.9
Green Ext Time (p_c), s	0.0	7.0				7.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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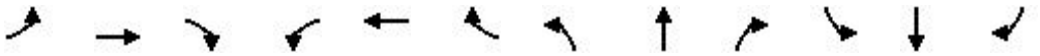

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	136	5	7	260	0	34	0	16	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.956			0.932	
Flt Protected					0.999			0.967			0.976	
Satd. Flow (prot)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Flt Permitted					0.999			0.967			0.976	
Satd. Flow (perm)	0	1758	0	0	1747	0	0	1690	0	0	1638	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	168	6	9	321	0	42	0	20	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	330	0	0	62	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	136	5	7	260	0	34	0	16	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	168	6	9	321	0	42	0	20	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	174	0	0	510	509	171	519	512	321
Stage 1	-	-	-	-	-	-	171	171	-	338	338	-
Stage 2	-	-	-	-	-	-	339	338	-	181	174	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.75	6.15	6.05	7.35	6.75	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.75	5.15	-	6.35	5.75	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1222	-	-	1385	-	-	496	490	873	450	448	707
Stage 1	-	-	-	-	-	-	840	766	-	658	623	-
Stage 2	-	-	-	-	-	-	695	660	-	806	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1385	-	-	492	486	873	437	444	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	492	486	-	437	444	-
Stage 1	-	-	-	-	-	-	840	766	-	658	618	-
Stage 2	-	-	-	-	-	-	688	655	-	788	742	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.1	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	572	1222	-	-	1385	-	-	540
HCM Lane V/C Ratio	0.108	-	-	-	0.006	-	-	0.005
HCM Control Delay (s)	12.1	0	-	-	7.6	0	-	11.7
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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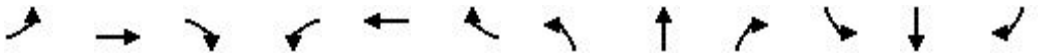

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	267	458	107	68	95	139	104	97	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1682	0	1604	1749	1538	1645	1531	0	1678	1609	0
Flt Permitted	0.481			0.237			0.518			0.364		
Satd. Flow (perm)	765	1682	0	397	1749	1462	879	1531	0	635	1609	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				84					64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	290	498	116	74	103	151	113	105	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	290	498	116	74	254	0	113	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Maximum Green (s)	20.0	45.0		15.0	40.0	20.0	10.0	20.0		20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.82		0.83	0.79	0.16	0.23	0.71		0.32	0.53	
Control Delay	28.6	45.9		46.2	37.4	3.3	21.3	45.9		21.9	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.6	45.9		46.2	37.4	3.3	21.3	45.9		21.9	27.1	
Queue Length 50th (ft)	26	186		130	255	5	25	129		39	98	
Queue Length 95th (ft)	60	313		#294	433	23	64	#290		92	218	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	459	868		350	798	913	393	358		488	598	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.42		0.83	0.62	0.13	0.19	0.71		0.23	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	267	458	107	68	95	139	104	97	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	290	498	116	74	103	151	113	105	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	361	61	398	571	600	268	134	197	298	150	239
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1638	1342	226	1723	1810	1514	1706	647	949	1741	625	1001
Grp Volume(v), veh/h	61	0	368	290	498	116	74	0	254	113	0	273
Grp Sat Flow(s),veh/h/ln	1638	0	1567	1723	1810	1514	1706	0	1596	1741	0	1626
Q Serve(g_s), s	0.0	0.0	16.7	10.9	19.3	1.7	2.5	0.0	11.2	3.7	0.0	11.4
Cycle Q Clear(g_c), s	0.0	0.0	16.7	10.9	19.3	1.7	2.5	0.0	11.2	3.7	0.0	11.4
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.62
Lane Grp Cap(c), veh/h	328	0	422	398	571	600	268	0	331	298	0	389
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.28	0.00	0.77	0.38	0.00	0.70
Avail Cap(c_a), veh/h	558	0	948	444	973	936	416	0	429	627	0	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	26.0	23.9	24.1	4.6	22.2	0.0	27.8	21.2	0.0	25.9
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.2	2.1	0.1	0.2	0.0	4.3	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.6	9.9	0.9	1.2	0.0	5.3	1.8	0.0	5.2
LnGrp Delay(d),s/veh	28.0	0.0	28.2	28.1	26.2	4.6	22.4	0.0	32.1	21.5	0.0	26.7
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			904			328			386	
Approach Delay, s/veh		28.2			24.0			29.9			25.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	8.5	22.8	14.6	28.5	10.9	20.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	12.9	18.7	4.5	13.4	2.0	21.3	5.7	13.2
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	99	5	465	821	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881					
Flt Protected	0.994					
Satd. Flow (prot)	1858	0	0	1775	1757	0
Flt Permitted	0.994					
Satd. Flow (perm)	1858	0	0	1775	1757	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			287	114	
Travel Time (s)	1.8			3.6	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	4%	4%	1%
Adj. Flow (vph)	14	105	5	495	873	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	500	874	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	99	5	465	821	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	4	4	1
Mvmt Flow	14	105	5	495	873	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1379	874	874	0	-	0
Stage 1	874	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.61	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	148	342	776	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	342	776	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	776	-	296	-	-
HCM Lane V/C Ratio	0.007	-	0.403	-	-
HCM Control Delay (s)	9.7	0	25.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	104	611	355	596	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.975
Satd. Flow (prot)	1697	0	1818	1575	0	1816
Flt Permitted	0.977					0.456
Satd. Flow (perm)	1697	0	1818	1575	0	849
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	75			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	112	657	382	641	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	657	382	0	1225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

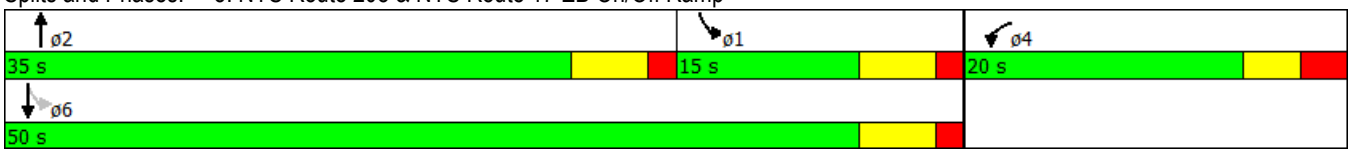
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Maximum Green (s)	14.5		29.5		9.5	44.5
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
v/c Ratio	0.67		0.53	0.24		2.11
Control Delay	27.6		7.7	0.4		523.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.7	0.4		523.1
Queue Length 50th (ft)	50		106	0		~576
Queue Length 95th (ft)	111		223	0		#891
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	436		1243	1575		580
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.53	0.24		2.11

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 65.2	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	104	611	355	596	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.93		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		0.97
Satd. Flow (prot)	1697		1818	1575		1815
Flt Permitted	0.98		1.00	1.00		0.46
Satd. Flow (perm)	1697		1818	1575		850
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	112	657	382	641	584
RTOR Reduction (vph)	64	0	0	0	0	0
Lane Group Flow (vph)	145	0	657	382	0	1225
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.6		44.6	65.2		44.6
Effective Green, g (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	249		1243	1575		581
v/s Ratio Prot	c0.09		0.36			
v/s Ratio Perm				0.24		c1.44
v/c Ratio	0.58		0.53	0.24		2.11
Uniform Delay, d1	25.9		5.1	0.0		10.3
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	2.2		1.6	0.4		504.6
Delay (s)	28.2		6.7	0.4		514.9
Level of Service	C		A	A		F
Approach Delay (s)	28.2		4.4			514.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	259.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.98		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	118.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	104	611	355	596	543
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1919	1862
Adj Flow Rate, veh/h	97	0	657	0	641	584
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	2	2
Cap, veh/h	127	0	896	777	115	22
Arrive On Green	0.07	0.00	0.49	0.00	0.77	0.74
Sat Flow, veh/h	1766	0	1818	1575	32	29
Grp Volume(v), veh/h	98	0	657	0	1225	0
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	61	0
Q Serve(g_s), s	3.2	0.0	17.2	0.0	55.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	17.2	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.52	
Lane Grp Cap(c), veh/h	129	0	896	777	0	0
V/C Ratio(X)	0.76	0.00	0.73	0.00	0.00	0.00
Avail Cap(c_a), veh/h	432	0	896	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	12.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	5.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.7	0.0	17.3	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	98		657			1225
Approach Delay, s/veh	30.7		17.3			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		9.8		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		5.2		57.0		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

COMBINED CONDITIONS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	672	370	1	381	235	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1758	1800	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1758	1800	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	715	394	1	405	250	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1109	0	0	406	251	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	22.5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	672	370	1	381	235	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	715	394	1	405	250	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1109	0	1319	912
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.12	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	630	-	~ 216	358
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	~ 216	358
Mov Cap-2 Maneuver	-	-	-	-	~ 216	-
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	718	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	158.4
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	630	-	216
HCM Lane V/C Ratio	-	-	0.002	-	1.162
HCM Control Delay (s)	-	-	10.7	0	158.4
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	12.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	30	0	8	12	84	574	5	15	342	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.920			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1698	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1698	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	13	91	624	5	16	368	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	22	0	0	720	0	0	393	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	18	30	0	8	12	84	574	5	15	342	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	13	91	624	5	16	368	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1225	1217	372	1240	1218	627	376	0	0	629	0	0
Stage 1	405	405	-	809	809	-	-	-	-	-	-	-
Stage 2	820	812	-	431	409	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	145	169	667	214	253	528	1182	-	-	953	-	-
Stage 1	609	585	-	469	493	-	-	-	-	-	-	-
Stage 2	353	375	-	679	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	146	667	164	218	528	1182	-	-	953	-	-
Mov Cap-2 Maneuver	123	146	-	164	218	-	-	-	-	-	-	-
Stage 1	537	573	-	414	435	-	-	-	-	-	-	-
Stage 2	298	331	-	611	654	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.5	16.4	1.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	244	337	953	-	-
HCM Lane V/C Ratio	0.077	-	-	0.245	0.065	0.017	-	-
HCM Control Delay (s)	8.3	0	-	24.5	16.4	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.1	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	22	31	329	201	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1724	0	0	1818	1844	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1724	0	0	1818	1844	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	24	34	358	218	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	392	235	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	25	22	31	329	201	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	24	34	358	218	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	227	236	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	5.82	5.92	4.12	-	-	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	482	828	1331	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	828	1331	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1331	-	587	-	-
HCM Lane V/C Ratio	0.025	-	0.087	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	195	1282	227	171	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.980			
Flt Protected	0.979					0.990
Satd. Flow (prot)	1707	0	1814	0	0	1811
Flt Permitted	0.979					0.990
Satd. Flow (perm)	1707	0	1814	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	212	1393	247	186	699
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	1640	0	0	885
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 154.5%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	346.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	144	195	1282	227	171	643
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	157	212	1393	247	186	699

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2588	1517	0	0	1640	0
Stage 1	1517	-	-	-	-	-
Stage 2	1071	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 117	223	-	-	395	-
Stage 1	464	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	223	-	-	395	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	~ 137	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2710	0	4.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	55	395	-
HCM Lane V/C Ratio	-	-	6.7	0.471	-
HCM Control Delay (s)	-	-	$ 2710	22	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	42.4	2.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	161	846	229	299	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936			0.850		
Flt Protected	0.974					0.987
Satd. Flow (prot)	1707	0	1853	1575	0	1857
Flt Permitted	0.974					0.364
Satd. Flow (perm)	1707	0	1853	1575	0	685
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	58			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	168	881	239	311	880
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	881	239	0	1191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.92		0.74	0.15		2.72

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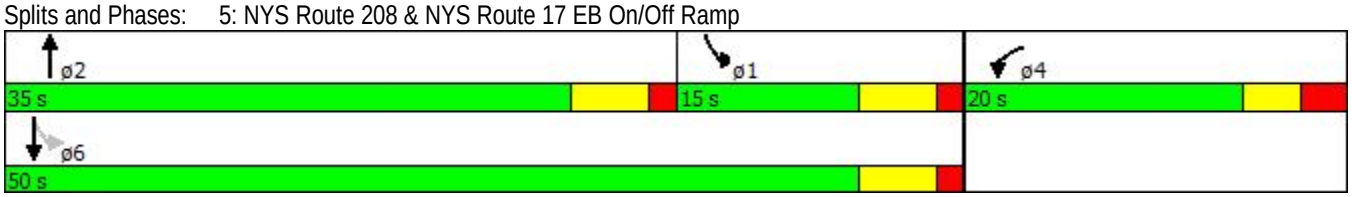
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	54.3		13.7	0.2		795.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	54.3		13.7	0.2		795.1
LOS	D		B	A		F
Approach Delay	54.3		10.8			795.1
Approach LOS	D		B			F
Queue Length 50th (ft)	127		228	0		~721
Queue Length 95th (ft)	#277		374	0		#954
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	402		1186	1575		438
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.89		0.74	0.15		2.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.72			
Intersection Signal Delay: 366.7		Intersection LOS: F	
Intersection Capacity Utilization 139.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	161	846	229	299	845
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	881	0	311	880
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	82	75
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	107
Grp Volume(v), veh/h	190	0	881	0	1191	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	124	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	39.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	24.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	56.8	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		881			1191
Approach Delay, s/veh	29.2		56.8			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Two Way Analysis cannot be performed on Signalized Intersection.

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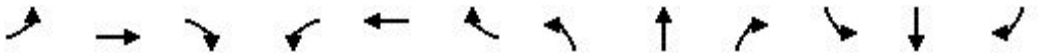

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	678	49	552	411	114	647	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.995	
Flt Protected		0.985			0.955			0.996			0.993	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1652	0
Flt Permitted		0.228			0.589			0.885			0.571	
Satd. Flow (perm)	0	396	0	0	1108	1599	0	1644	1607	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				398			457		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	788	57	642	478	133	752	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	788	0	699	478	0	918	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	

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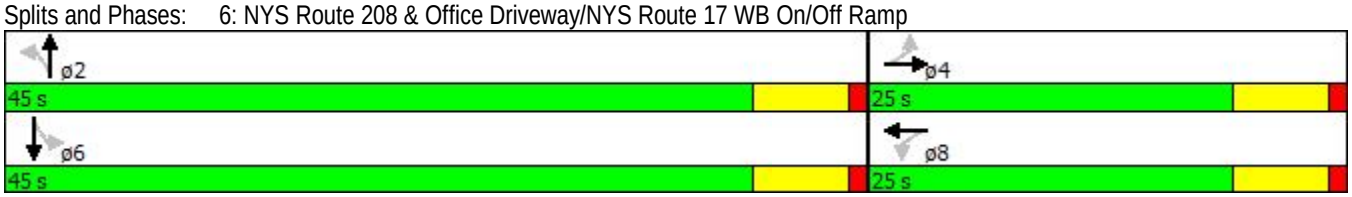
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		1.36			1.70	0.49		0.76	0.30		1.73	
Control Delay		217.4			350.9	1.1		19.1	0.5		355.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		217.4			350.9	1.1		19.1	0.5		355.6	
LOS		F			F	A		B	A		F	
Approach Delay		217.4			138.4			11.5			355.6	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)		~100			~329	0		211	0		~608	
Queue Length 95th (ft)		#212			#474	0		320	0		#777	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		157			300	1599		915	1607		531	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		1.36			1.70	0.49		0.76	0.30		1.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.73			
Intersection Signal Delay: 156.9		Intersection LOS: F	
Intersection Capacity Utilization 128.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	678	49	552	411	114	647	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1928	1857	1891	1872	1792	1872
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	642	0	133	752	33
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	5	5	5
Cap, veh/h	192	124	242	418	19	434	99	823	895	155	688	29
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	458	457	890	1173	68	1599	78	1477	1607	173	1235	53
Grp Volume(v), veh/h	213	0	0	509	0	0	699	0	0	918	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1241	0	1599	1555	0	1607	1461	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	19.9	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	21.0	0.0	0.0	21.1	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.31		0.49	0.94		1.00	0.08		1.00	0.14		0.04
Lane Grp Cap(c), veh/h	609	0	0	472	0	434	966	0	895	914	0	0
V/C Ratio(X)	0.35	0.00	0.00	1.08	0.00	0.00	0.72	0.00	0.00	1.00	0.00	0.00
Avail Cap(c_a), veh/h	609	0	0	472	0	434	966	0	895	914	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	27.6	0.0	0.0	11.0	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	63.9	0.0	0.0	4.7	0.0	0.0	30.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	17.2	0.0	0.0	10.2	0.0	0.0	24.8	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	0.0	91.5	0.0	0.0	15.7	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	C			F			B			F		
Approach Vol, veh/h		213			509			699			918	
Approach Delay, s/veh		21.0			91.5			15.7			47.7	
Approach LOS		C			F			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		8.9		0.0		23.0
Green Ext Time (p_c), s		0.0		2.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1379	727	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1678	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1678	0	1839	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1483	782	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1592	791	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	130.2%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	9.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	101	1379	727	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1483	782	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	790	0	-	0	2486	786
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	1700	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	830	-	-	-	25	375
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	134	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	830	-	-	-	~ 6	375
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	34	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	$ 461.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	830	-	35	-	-
HCM Lane V/C Ratio	0.131	-	1.382	-	-
HCM Control Delay (s)	10	0	$ 461.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1353	716	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1471	778	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1508	787	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	19	34	1353	716	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1471	778	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2328	783	787	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	1545	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	41	394	832	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	394	832	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	147	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	52	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	832	-	103	-	-
HCM Lane V/C Ratio	0.044	-	0.264	-	-
HCM Control Delay (s)	9.5	0	52	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1254	733	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1770	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1363	797	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1381	864	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	451.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	260	33	17	1254	733	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	283	36	18	1363	797	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2230	830	864	0	-	0
Stage 1	830	-	-	-	-	-
Stage 2	1400	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 37	353	779	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	~ 195	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 33	353	779	-	-	-
Mov Cap-2 Maneuver	~ 33	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	~ 176	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 3632.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	37	-	-
HCM Lane V/C Ratio	0.024	-	8.608	-	-
HCM Control Delay (s)	9.7	$	3632.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	38.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1508	794	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1587	836	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1592	837	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	1	5	1508	794	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1587	836	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2434	836	837	0	-	0
Stage 1	836	-	-	-	-	-
Stage 2	1598	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	31	359	797	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	29	359	797	-	-	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	158	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	74.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	797	-	54	-	-
HCM Lane V/C Ratio	0.007	-	0.039	-	-
HCM Control Delay (s)	9.5	0	74.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1208	120	30	646	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1750	0
Flt Permitted		0.977			0.963			0.974			0.901	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1712	0	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1299	129	32	695	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1462	0	0	756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.3			7.7	7.7		44.7			44.7	
Actuated g/C Ratio		0.09			0.11	0.11		0.66			0.66	
v/c Ratio		0.36			0.30	0.08		1.30			0.73	
Control Delay		24.0			32.2	0.6		160.4			17.8	

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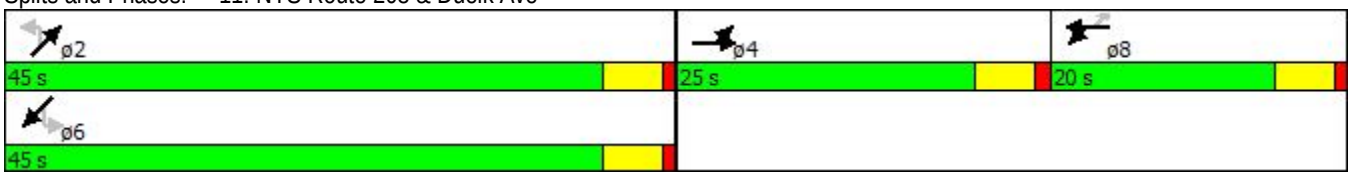
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.0			32.2	0.6		160.4			17.8	
LOS		C			C	A		F			B	
Approach Delay		24.0			24.4			160.4			17.8	
Approach LOS		C			C			F			B	
Queue Length 50th (ft)		16			26	0		~875			227	
Queue Length 95th (ft)		52			63	0		#1233			#524	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		572			438	461		1128			1040	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.15	0.05		1.30			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 105.9 Intersection LOS: F
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1208	120	30	646	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1299	129	32	695	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	47	7	45	91	26	106	72	1025	101	81	1012	41
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	820	121	796	1450	418	1688	21	1602	157	33	1581	64
Grp Volume(v), veh/h	72	0	0	67	0	22	1462	0	0	756	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1780	0	0	1678	0	0
Q Serve(g_s), s	2.5	0.0	0.0	2.2	0.0	0.8	20.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.2	0.0	0.8	40.0	0.0	0.0	16.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	99	0	0	118	0	106	1198	0	0	1134	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.21	1.22	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	556	0	0	449	0	405	1198	0	0	1134	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	28.5	0.0	27.8	12.1	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	4.3	0.0	1.0	106.9	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.4	55.9	0.0	0.0	9.0	0.0	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	32.7	0.0	28.8	119.0	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	C			C		C	F			B		
Approach Vol, veh/h		72			89			1462			756	
Approach Delay, s/veh		32.7			31.8			119.0			10.1	
Approach LOS		C			C			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.6		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		4.2
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	78.5
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1229	670	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1294	705	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1327	721	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	12	32	31	1229	670	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1294	705	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2072	713	721	0	-	0
Stage 1	713	-	-	-	-	-
Stage 2	1359	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	415	881	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	415	881	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	178	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	53.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	881	-	119	-	-
HCM Lane V/C Ratio	0.037	-	0.389	-	-
HCM Control Delay (s)	9.2	0	53.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1222	18	1	674
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1286	19	1	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1305	0	0	710
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	1222	18	1	674
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1286	19	1	709

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2008	1296	0	0	1305	0
Stage 1	1296	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	91	221	-	-	530	-
Stage 1	318	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	221	-	-	530	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	49.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	95	530	-
HCM Lane V/C Ratio	-	-	0.144	0.002	-
HCM Control Delay (s)	-	-	49.2	11.8	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1221	671	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1313	722	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1315	725	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	3	2	1221	671	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1313	722	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2040	723	725	0	-	0
Stage 1	723	-	-	-	-	-
Stage 2	1317	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	50	413	887	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	413	887	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	48.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	887	-	89	-	-
HCM Lane V/C Ratio	0.002	-	0.072	-	-
HCM Control Delay (s)	9.1	0	48.6	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1208	17	20	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1638	0	1763	0	0	1749
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1299	18	22	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1317	0	0	737
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	10	16	1208	17	20	665
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1299	18	22	715

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2066	1308	0	0	1317	0
Stage 1	1308	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	75	210	-	-	525	-
Stage 1	293	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	210	-	-	525	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	44.3	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	119	525	-
HCM Lane V/C Ratio	-	-	0.235	0.041	-
HCM Control Delay (s)	-	-	44.3	12.2	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1182	36	33	664	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1271	39	35	714	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1315	0	0	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	0	18	21	1	3	5	1182	36	33	664	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1271	39	35	714	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2097	2114	723	2104	2103	1290	731	0	0	1310	0	0
Stage 1	794	794	-	1301	1301	-	-	-	-	-	-	-
Stage 2	1303	1320	-	803	802	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	435	53	73	222	873	-	-	528	-	-
Stage 1	399	418	-	246	287	-	-	-	-	-	-	-
Stage 2	212	243	-	431	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	50	435	46	63	222	873	-	-	528	-	-
Mov Cap-2 Maneuver	38	50	-	46	63	-	-	-	-	-	-	-
Stage 1	391	371	-	241	281	-	-	-	-	-	-	-
Stage 2	204	238	-	366	402	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	107.2	136.7	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	873	-	-	51	70	528	-	-
HCM Lane V/C Ratio	0.006	-	-	0.527	0.553	0.067	-	-
HCM Control Delay (s)	9.1	0	-	136.7	107.2	12.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2	2.3	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	1	2	1220	1	2	712
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1326	1	2	774
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1327	0	0	776
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	1	2	1220	1	2	712
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1326	1	2	774

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2105	1327	0	0	1327	0
Stage 1	1327	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	80	212	-	-	520	-
Stage 1	309	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	79	212	-	-	520	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	32.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	136	520	-
HCM Lane V/C Ratio	-	-	0.024	0.004	-
HCM Control Delay (s)	-	-	32.1	12	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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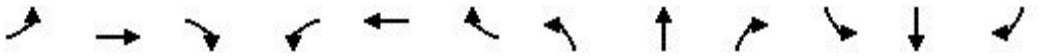

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	986	48	12	572	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1133	55	14	657	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1225	0	0	709	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	5	29	1	35	32	986	48	12	572	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1133	55	14	657	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1959	1966	676	1943	1957	1161	695	0	0	1189	0	0
Stage 1	704	704	-	1234	1234	-	-	-	-	-	-	-
Stage 2	1255	1262	-	709	723	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	56	445	55	71	246	901	-	-	587	-	-
Stage 1	411	423	-	232	266	-	-	-	-	-	-	-
Stage 2	196	225	-	442	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	47	445	45	60	246	901	-	-	587	-	-
Mov Cap-2 Maneuver	31	47	-	45	60	-	-	-	-	-	-	-
Stage 1	360	407	-	203	233	-	-	-	-	-	-	-
Stage 2	143	197	-	416	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	39	81	587	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1275	7	2	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1386	8	2	830
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1386	8	2	830
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	6	1275	7	2	764
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1386	8	2	830

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2221	1386	0	0	1386	0
Stage 1	1386	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	69	186	-	-	441	-
Stage 1	288	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	186	-	-	441	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	105	441	-
HCM Lane V/C Ratio	-	-	0.114	0.005	-
HCM Control Delay (s)	-	-	43.6	13.2	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	6	13	951	24	24	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.997			
Flt Protected	0.984					0.998
Satd. Flow (prot)	1668	0	1820	0	0	1859
Flt Permitted	0.984					0.998
Satd. Flow (perm)	1668	0	1820	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	14	1034	26	26	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	1060	0	0	610
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	6	13	951	24	24	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	1034	26	26	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1683	1047	0	0	1060	0
Stage 1	1047	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	104	277	-	-	657	-
Stage 1	338	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	277	-	-	657	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.2	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	176	657	-
HCM Lane V/C Ratio	-	-	0.117	0.04	-
HCM Control Delay (s)	-	-	28.2	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	96	13	1057	166	24	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.075	
Satd. Flow (perm)	1770	1583	1845	1599	135	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		14		177		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	102	14	1124	177	26	657
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	14	1124	177	26	657
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	20.0	20.0	60.0	20.0	10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%	22.2%	11.1%	77.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	9.0	9.0	54.7	72.1	58.3	58.3

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.12	0.12	0.71	0.93	0.75	0.75
v/c Ratio	0.50	0.07	0.86	0.12	0.13	0.48
Control Delay	41.6	17.4	20.3	0.4	4.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	17.4	20.3	0.4	4.1	5.4
LOS	D	B	C	A	A	A
Approach Delay	38.7		17.6			5.3
Approach LOS	D		B			A
Queue Length 50th (ft)	44	0	255	0	2	91
Queue Length 95th (ft)	100	17	#886	7	9	188
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	347	321	1330	1519	204	1538
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.04	0.85	0.12	0.13	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 22: NYS Route 208 & Site Access (South)

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	96	13	1057	166	24	618
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	102	14	1124	177	26	657
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	140	125	1231	1193	222	1395
Arrive On Green	0.08	0.08	0.67	0.67	0.03	0.77
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	102	14	1124	177	26	657
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	3.7	0.5	34.5	2.1	0.3	8.7
Cycle Q Clear(g_c), s	3.7	0.5	34.5	2.1	0.3	8.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	140	125	1231	1193	222	1395
V/C Ratio(X)	0.73	0.11	0.91	0.15	0.12	0.47
Avail Cap(c_a), veh/h	400	357	1525	1447	304	1767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	28.5	9.4	2.4	13.2	2.7
Incr Delay (d2), s/veh	2.7	0.1	6.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	19.5	1.2	0.3	4.2
LnGrp Delay(d),s/veh	32.7	28.7	16.2	2.4	13.3	2.8
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	116		1301			683
Approach Delay, s/veh	32.2		14.3			3.2
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.9	49.4				56.3		10.2
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	2.3	36.5				10.7		5.7
Green Ext Time (p_c), s	0.0	7.9				10.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	334	20	18	204	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1715	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	222	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	242	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	334	20	18	204	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	222	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	385	0	0	635	635	374	641	646	222
Stage 1	-	-	-	-	-	-	374	374	-	261	261	-
Stage 2	-	-	-	-	-	-	261	261	-	380	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.72	6.12	6.02	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.72	5.12	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1347	-	-	1173	-	-	420	425	686	374	377	813
Stage 1	-	-	-	-	-	-	674	644	-	733	682	-
Stage 2	-	-	-	-	-	-	766	713	-	629	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1173	-	-	414	417	686	362	370	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	417	-	362	370	-
Stage 1	-	-	-	-	-	-	674	644	-	733	669	-
Stage 2	-	-	-	-	-	-	751	699	-	617	598	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	12.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	511	1347	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.053	-	-	-	0.017	-	-	-
HCM Control Delay (s)	12.4	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

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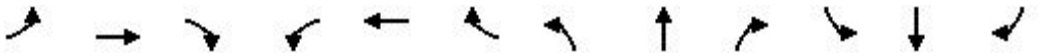

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	37	260	345	151	32	147	306	182	138	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1532	1695	0	1604	1749	1538	1645	1508	0	1678	1714	0
Flt Permitted	0.539			0.241			0.621			0.144		
Satd. Flow (perm)	855	1695	0	403	1749	1467	1054	1508	0	254	1714	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				164					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	283	375	164	35	160	333	198	150	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	283	375	164	35	493	0	198	220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	15.0	33.0		25.0	43.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	13.9%	30.6%		23.1%	39.8%	23.1%	13.9%	23.1%		23.1%	32.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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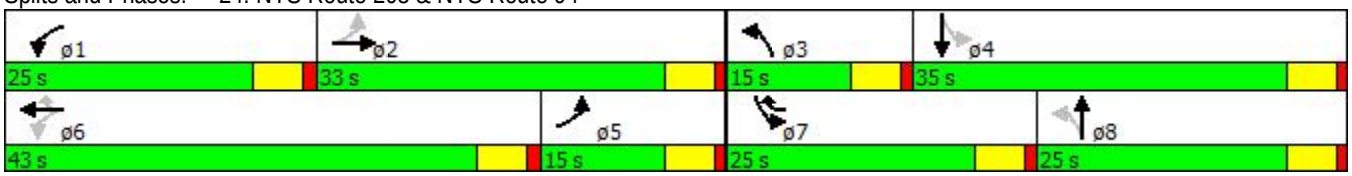
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.6	23.6		33.4	33.4	47.8	25.3	20.4		39.9	34.1	
Actuated g/C Ratio	0.25	0.25		0.35	0.35	0.50	0.26	0.21		0.42	0.36	
v/c Ratio	0.16	0.88		0.81	0.61	0.20	0.11	1.54		0.62	0.35	
Control Delay	32.2	57.8		46.9	34.1	1.8	21.2	285.4		30.1	25.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.2	57.8		46.9	34.1	1.8	21.2	285.4		30.1	25.7	
LOS	C	E		D	C	A	C	F		C	C	
Approach Delay		55.1			32.1			267.8			27.8	
Approach LOS		E			C			F			C	
Queue Length 50th (ft)	22	223		166	230	0	14	~466		87	102	
Queue Length 95th (ft)	54	#398		#275	325	17	34	#714		154	177	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	310	509		397	727	912	400	321		409	625	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.73		0.71	0.52	0.18	0.09	1.54		0.48	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 95.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.54
Intersection Signal Delay: 92.6 Intersection LOS: F
Intersection Capacity Utilization 86.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	37	260	345	151	32	147	306	182	138	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.57		0.98	0.94		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1720	1791	1881	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	283	375	164	35	160	333	198	150	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	404	362	44	393	437	533	352	116	241	273	368	172
Arrive On Green	0.20	0.26	0.26	0.18	0.24	0.24	0.02	0.23	0.23	0.11	0.31	0.31
Sat Flow, veh/h	1638	1408	171	1723	1810	1506	1706	511	1064	1741	1173	547
Grp Volume(v), veh/h	45	0	370	283	375	164	35	0	493	198	0	220
Grp Sat Flow(s),veh/h/ln	1638	0	1578	1723	1810	1506	1706	0	1575	1741	0	1721
Q Serve(g_s), s	0.0	0.0	20.1	13.8	17.5	3.1	1.4	0.0	20.0	7.3	0.0	8.9
Cycle Q Clear(g_c), s	0.0	0.0	20.1	13.8	17.5	3.1	1.4	0.0	20.0	7.3	0.0	8.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	404	0	406	393	437	533	352	0	356	273	0	540
V/C Ratio(X)	0.11	0.00	0.91	0.72	0.86	0.31	0.10	0.00	1.38	0.73	0.00	0.41
Avail Cap(c_a), veh/h	404	0	499	471	777	816	508	0	356	475	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	31.9	33.3	32.1	7.1	25.5	0.0	34.2	23.3	0.0	23.9
Incr Delay (d2), s/veh	0.0	0.0	16.7	3.1	1.9	0.1	0.0	0.0	189.6	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.6	6.9	9.0	1.6	0.6	0.0	27.4	3.5	0.0	4.2
LnGrp Delay(d),s/veh	28.6	0.0	48.6	36.3	34.1	7.3	25.6	0.0	223.8	24.7	0.0	24.1
LnGrp LOS	C		D	D	C	A	C		F	C		C
Approach Vol, veh/h		415			822			528			418	
Approach Delay, s/veh		46.4			29.5			210.7			24.4	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	27.8	7.0	32.8	22.4	26.4	14.7	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	28.0	10.0	30.0	10.0	38.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	15.8	22.1	3.4	10.9	2.0	19.5	9.3	22.0
Green Ext Time (p_c), s	0.2	0.7	0.0	2.7	0.9	1.8	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.6
HCM 2010 LOS	E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	8	38	13	1057	603	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1215	693	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1230	695	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	8	38	13	1057	603	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1215	693	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1939	694	695	0	-	0
Stage 1	694	-	-	-	-	-
Stage 2	1245	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	434	901	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	434	901	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	240	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	212	-	-
HCM Lane V/C Ratio	0.017	-	0.249	-	-
HCM Control Delay (s)	9.1	0	27.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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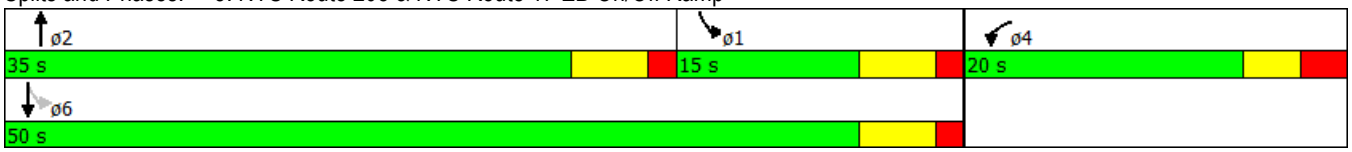
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	161	846	229	299	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936			0.850		
Flt Protected	0.974					0.987
Satd. Flow (prot)	1707	0	1853	1575	0	1857
Flt Permitted	0.974					0.364
Satd. Flow (perm)	1707	0	1853	1575	0	685
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	58			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	168	881	239	311	880
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	881	239	0	1191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.92		0.74	0.15		2.72

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	54.3		13.7	0.2		795.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	54.3		13.7	0.2		795.1
LOS	D		B	A		F
Approach Delay	54.3		10.8			795.1
Approach LOS	D		B			F
Queue Length 50th (ft)	127		228	0		~721
Queue Length 95th (ft)	#277		374	0		#954
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	402		1186	1575		438
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.89		0.74	0.15		2.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.72			
Intersection Signal Delay: 366.7		Intersection LOS: F	
Intersection Capacity Utilization 139.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	161	846	229	299	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1708		1853	1575		1857
Flt Permitted	0.97		1.00	1.00		0.36
Satd. Flow (perm)	1708		1853	1575		684
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	168	881	239	311	880
RTOR Reduction (vph)	46	0	0	0	0	0
Lane Group Flow (vph)	311	0	881	239	0	1191
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	14.0		44.5	69.5		44.5
Effective Green, g (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	344		1186	1575		437
v/s Ratio Prot	c0.18		0.48			
v/s Ratio Perm				0.15		c1.74
v/c Ratio	0.90		0.74	0.15		2.73
Uniform Delay, d1	27.1		8.6	0.0		12.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	25.3		4.2	0.2		782.9
Delay (s)	52.4		12.8	0.2		795.4
Level of Service	D		B	A		F
Approach Delay (s)	52.4		10.1			795.4
Approach LOS	D		B			F

Intersection Summary			
HCM 2000 Control Delay	366.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.45		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	139.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	161	846	229	299	845
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1919	1881
Adj Flow Rate, veh/h	189	0	881	0	311	880
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	238	0	853	725	82	75
Arrive On Green	0.13	0.00	0.46	0.00	0.72	0.69
Sat Flow, veh/h	1774	0	1853	1575	16	107
Grp Volume(v), veh/h	190	0	881	0	1191	0
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	124	0
Q Serve(g_s), s	6.6	0.0	29.5	0.0	55.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	29.5	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.26	
Lane Grp Cap(c), veh/h	239	0	853	725	0	0
V/C Ratio(X)	0.79	0.00	1.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	403	0	853	725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	39.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	24.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.2	0.0	56.8	0.0	0.0	0.0
LnGrp LOS	C		F			
Approach Vol, veh/h	190		881			1191
Approach Delay, s/veh	29.2		56.8			0.0
Approach LOS	C		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		14.1		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		8.6		57.0		
Green Ext Time (p_c), s		0.0		0.3		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

COMBINED CONDITIONS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	17.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	632	349	0	364	251	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	1	0
Mvmt Flow	652	360	0	375	259	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1011	0	1206	831
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	5.81	5.9
Critical Hdwy Stg 1	-	-	-	-	4.81	-
Critical Hdwy Stg 2	-	-	-	-	4.81	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	694	-	~ 249	399
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	~ 249	399
Mov Cap-2 Maneuver	-	-	-	-	~ 249	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	742	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	694	-	250
HCM Lane V/C Ratio	-	-	-	-	1.043
HCM Control Delay (s)	-	-	0	-	111.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	10.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	16	42	2	15	1	78	567	4	2	345	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.993			0.999			0.994	
Flt Protected		0.993			0.995			0.994				
Satd. Flow (prot)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Flt Permitted		0.993			0.995			0.994				
Satd. Flow (perm)	0	1664	0	0	1673	0	0	1775	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.93
Heavy Vehicles (%)	0%	7%	3%	50%	7%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	11	17	45	2	16	1	84	610	4	2	356	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	19	0	0	698	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	16	42	2	15	1	78	567	4	2	345	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	97	93
Heavy Vehicles, %	0	7	3	50	7	0	0	2	0	0	2	0
Mvmt Flow	11	17	45	2	16	1	84	610	4	2	356	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1156	1150	364	1179	1156	612	372	0	0	614	0	0
Stage 1	368	368	-	780	780	-	-	-	-	-	-	-
Stage 2	788	782	-	399	376	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.77	6.33	6.6	5.57	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.77	-	5.6	4.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.327	3.95	4.063	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	182	672	187	265	541	1198	-	-	975	-	-
Stage 1	643	600	-	403	495	-	-	-	-	-	-	-
Stage 2	371	381	-	605	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	162	672	147	236	541	1198	-	-	975	-	-
Mov Cap-2 Maneuver	142	162	-	147	236	-	-	-	-	-	-	-
Stage 1	575	598	-	360	443	-	-	-	-	-	-	-
Stage 2	319	341	-	546	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	22.2	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	293	228	975	-	-
HCM Lane V/C Ratio	0.07	-	-	0.25	0.085	0.002	-	-
HCM Control Delay (s)	8.2	0	-	21.3	22.2	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	18	18	27	323	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1754	0	0	1838	1864	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1754	0	0	1838	1864	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	20	20	30	363	264	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	393	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	18	18	27	323	235	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	20	30	363	264	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	786	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	786	1287	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1287	-	570	-	-
HCM Lane V/C Ratio	0.024	-	0.071	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.975			
Flt Protected	0.971					0.991
Satd. Flow (prot)	1656	0	1852	0	0	1846
Flt Permitted	0.971					0.991
Satd. Flow (perm)	1656	0	1852	0	0	1846
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 135.4%		ICU Level of Service H	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	61.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	98	1079	240	133	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	1	1	5	2
Mvmt Flow	154	103	1136	253	140	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2194	1262	0	0	1388	0
Stage 1	1262	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	4.47	5.27	-	-	4.15	-
Critical Hdwy Stg 1	3.47	-	-	-	-	-
Critical Hdwy Stg 2	3.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.245	-
Pot Cap-1 Maneuver	162	287	-	-	484	-
Stage 1	524	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 89	287	-	-	484	-
Mov Cap-2 Maneuver	~ 89	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 574.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	484	-
HCM Lane V/C Ratio	-	-	2.088	0.289	-
HCM Control Delay (s)	-	-	$ 574.8	15.4	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21.3	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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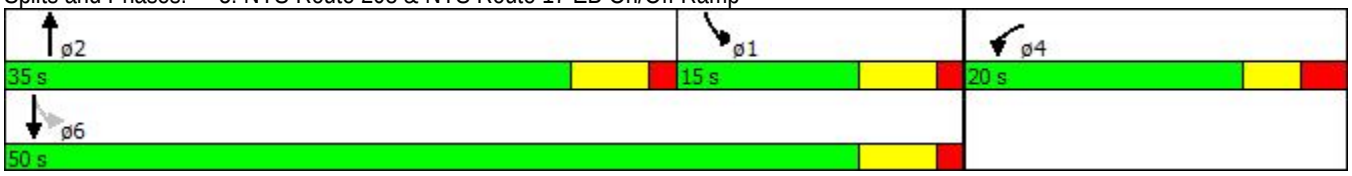
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.94		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.99
Satd. Flow (prot)	1673		1818	1575		1830
Flt Permitted	0.97		1.00	1.00		0.45
Satd. Flow (perm)	1673		1818	1575		834
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	137	790	236	292	814
RTOR Reduction (vph)	40	0	0	0	0	0
Lane Group Flow (vph)	276	0	790	236	0	1106
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	13.5		44.5	69.0		44.5
Effective Green, g (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	327		1172	1575		537
v/s Ratio Prot	c0.16		0.43			
v/s Ratio Perm				0.15		c1.33
v/c Ratio	0.84		0.67	0.15		2.06
Uniform Delay, d1	26.7		7.7	0.0		12.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	17.0		3.1	0.2		483.2
Delay (s)	43.7		10.8	0.2		495.5
Level of Service	D		B	A		F
Approach Delay (s)	43.7		8.4			495.5
Approach LOS	D		A			F

Intersection Summary			
HCM 2000 Control Delay	233.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.91		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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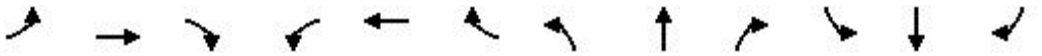

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.996	
Flt Protected		0.985			0.955			0.996			0.992	
Satd. Flow (prot)	0	1740	0	0	1815	1615	0	1895	1607	0	1709	0
Flt Permitted		0.486			0.638			0.891			0.694	
Satd. Flow (perm)	0	859	0	0	1213	1615	0	1695	1607	0	1196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77				371			350		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	0	591	350	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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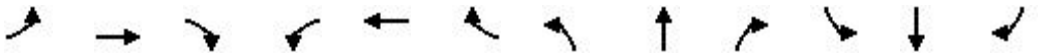

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	
Control Delay		22.7			168.0	0.7		14.3	0.3		116.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		22.7			168.0	0.7		14.3	0.3		116.1	
LOS		C			F	A		B	A		F	
Approach Delay		22.7			69.2			9.1			116.1	
Approach LOS		C			E			A			F	
Queue Length 50th (ft)		34			~231	0		157	0		~420	
Queue Length 95th (ft)		#103			#391	0		257	0		#627	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		289			329	1615		944	1607		668	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.60			1.26	0.37		0.63	0.22		1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 59.7		Intersection LOS: E	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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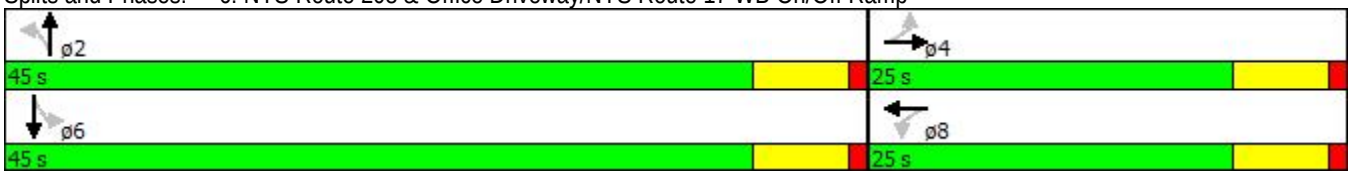
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.93			1.00	0.85		1.00	0.85		1.00	
Flt Protected		0.99			0.95	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1740			1815	1615		1895	1607		1709	
Flt Permitted		0.49			0.64	1.00		0.89	1.00		0.69	
Satd. Flow (perm)		859			1214	1615		1696	1607		1195	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	117	0	0	416	600	0	591	350	0	787	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Effective Green, g (s)		19.0			19.0	70.0		39.0	70.0		39.0	
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		233			329	1615		944	1607		665	
v/s Ratio Prot												
v/s Ratio Perm		0.14			c0.34	0.37		0.35	0.22		c0.66	
v/c Ratio		0.50			1.26	0.37		0.63	0.22		1.18	
Uniform Delay, d1		21.5			25.5	0.0		10.5	0.0		15.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.6			141.1	0.7		3.1	0.3		97.5	
Delay (s)		22.1			166.6	0.7		13.7	0.3		113.0	
Level of Service		C			F	A		B	A		F	
Approach Delay (s)		22.1			68.6			8.7			113.0	
Approach LOS		C			E			A			F	

Intersection Summary			
HCM 2000 Control Delay	58.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.923	
Flt Protected		0.996			0.979	
Satd. Flow (prot)	0	1741	1721	0	1926	0
Flt Permitted		0.996			0.979	
Satd. Flow (perm)	0	1741	1721	0	1926	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1216	708	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	10.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	97	1083	655	32	36	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	100	1116	675	33	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	2008	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1316	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	900	-	-	-	53	431
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	219	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	~ 37	431
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	155	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	236.2
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	900	-	77	-	-
HCM Lane V/C Ratio	0.111	-	1.125	-	-
HCM Control Delay (s)	9.5	0	236.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	6.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.998		
Satd. Flow (perm)	1717	0	0	1861	1808	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	5	17	38	1081	670	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	1	2	0
Mvmt Flow	5	18	40	1138	705	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1927	709	713	0	-	0
Stage 1	709	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	55	438	896	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	438	896	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	197	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	32.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	154	-	-
HCM Lane V/C Ratio	0.045	-	0.15	-	-
HCM Control Delay (s)	9.2	0	32.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959					
Satd. Flow (perm)	1698	0	0	1810	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	187.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	213	33	10	1111	706	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	2	2
Mvmt Flow	224	35	11	1169	743	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1972	781	818	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	1191	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 55	381	819	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	381	819	-	-	-
Mov Cap-2 Maneuver	~ 53	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	244	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1631.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	60	-	-
HCM Lane V/C Ratio	0.013	-	4.316	-	-
HCM Control Delay (s)	9.5	-	$ 1631.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	28.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986					
Satd. Flow (perm)	1685	0	0	1862	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	5	6	1318	772	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	5	6	1373	804	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2190	805	806	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1385	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	45	377	828	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	44	377	828	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	119	-	-
HCM Lane V/C Ratio	0.008	-	0.061	-	-
HCM Control Delay (s)	9.4	0	37.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.959			0.948	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1731	0	0	1705	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				85		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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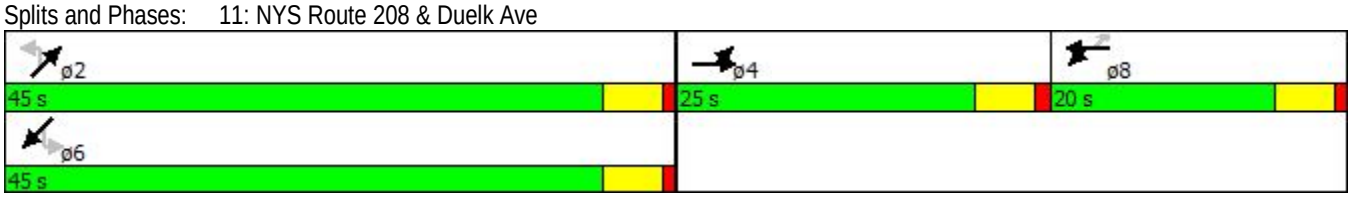
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.5			7.9	7.9		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.65			0.65	
v/c Ratio		0.34			0.32	0.08		0.98			0.59	
Control Delay		29.2			32.4	0.6		41.1			13.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		29.2			32.4	0.6		41.1			13.0	
LOS		C			C	A		D			B	
Approach Delay		29.2			24.9			41.1			13.0	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)		21			30	0		~550			171	
Queue Length 95th (ft)		57			68	0		#865			338	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		574			443	448		1134			1116	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.12			0.17	0.05		0.98			0.59	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.97			1.00	0.85		0.99			1.00	
Flt Protected		0.97			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1917			2015	1734		1801			1796	
Flt Permitted		0.97			0.96	1.00		0.96			0.95	
Satd. Flow (perm)		1917			2015	1734		1730			1706	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
RTOR Reduction (vph)	0	15	0	0	0	21	0	3	0	0	1	0
Lane Group Flow (vph)	0	52	0	0	74	2	0	1104	0	0	655	0
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		5.4			6.6	6.6		43.6			43.6	
Effective Green, g (s)		5.4			6.6	6.6		43.6			43.6	
Actuated g/C Ratio		0.08			0.09	0.09		0.62			0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		146			188	162		1068			1053	
v/s Ratio Prot		c0.03			c0.04							
v/s Ratio Perm						0.00		c0.64			0.38	
v/c Ratio		0.36			0.39	0.01		1.03			0.62	
Uniform Delay, d1		31.0			30.1	29.0		13.5			8.4	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.5			1.4	0.0		36.7			2.8	
Delay (s)		31.5			31.5	29.1		50.2			11.1	
Level of Service		C			C	C		D			B	
Approach Delay (s)		31.5			30.9			50.2			11.1	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.998		
Satd. Flow (perm)	1707	0	0	1815	1775	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	15	24	32	985	620	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	4	0	1	2	8
Mvmt Flow	15	24	32	995	626	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1693	633	639	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	1060	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	86	460	955	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	460	955	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	277	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	34	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	955	-	163	-	-
HCM Lane V/C Ratio	0.034	-	0.242	-	-
HCM Control Delay (s)	8.9	0	34	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					
Satd. Flow (perm)	1666	0	1813	0	0	1792
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	6	978	22	3	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	13	6	988	22	3	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1631	999	0	0	1010	0
Stage 1	999	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	148	324	-	-	694	-
Stage 1	424	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	324	-	-	694	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	178	694	-
HCM Lane V/C Ratio	-	-	0.108	0.004	-
HCM Control Delay (s)	-	-	27.7	10.2	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1819	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	3	981	621	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	2	2	3	1011	640	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1659	641	642	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	462	952	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	462	952	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	952	-	149	-	-
HCM Lane V/C Ratio	0.003	-	0.028	-	-
HCM Control Delay (s)	8.8	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.998
Satd. Flow (perm)	1674	0	1813	0	0	1798
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	14	18	967	16	25	609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	7	0	2
Mvmt Flow	14	19	997	16	26	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1684	1005	0	0	1013	0
Stage 1	1005	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	313	-	-	692	-
Stage 1	399	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	313	-	-	692	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.9	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	183	692	-
HCM Lane V/C Ratio	-	-	0.18	0.037	-
HCM Control Delay (s)	-	-	28.9	10.4	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.973			0.970						0.999	
Satd. Flow (perm)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	11	1	8	29	3	15	7	943	35	15	598	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	11
Mvmt Flow	11	1	8	30	3	15	7	972	36	15	616	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	1676	622	1662	1663	990	627	0	0	1008	0	0
Stage 1	653	653	-	1005	1005	-	-	-	-	-	-	-
Stage 2	1014	1023	-	657	658	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	106	499	103	129	328	965	-	-	695	-	-
Stage 1	476	484	-	347	380	-	-	-	-	-	-	-
Stage 2	307	334	-	510	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	101	499	97	123	328	965	-	-	695	-	-
Mov Cap-2 Maneuver	76	101	-	97	123	-	-	-	-	-	-	-
Stage 1	468	468	-	341	374	-	-	-	-	-	-	-
Stage 2	285	328	-	484	501	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	42.2	49.9	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	965	-	-	127	117	695	-	-
HCM Lane V/C Ratio	0.007	-	-	0.382	0.176	0.022	-	-
HCM Control Delay (s)	8.8	0	-	49.9	42.2	10.3	0	-
HCM Lane LOS	A	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.6	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	966	2	2	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1854	0	0	1854
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1854	0	0	1854
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	2	2	986	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	988	0	0	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	966	2	2	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	2	2	986	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1624	987	0	0	988	0
Stage 1	987	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	149	329	-	-	708	-
Stage 1	429	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	329	-	-	708	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	204	708	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	23	10.1	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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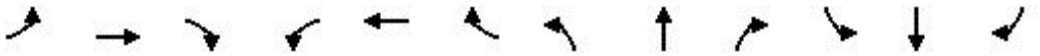

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.957			0.981			0.999			0.998	
Satd. Flow (perm)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	24	1	2	23	1	33	23	924	24	20	556	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	24	1	2	23	1	34	23	943	24	20	567	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	1642	587	1632	1650	955	607	0	0	967	0	0
Stage 1	628	628	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1019	1014	-	630	648	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	92	505	90	109	325	981	-	-	720	-	-
Stage 1	458	463	-	312	341	-	-	-	-	-	-	-
Stage 2	272	301	-	490	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	84	505	83	99	325	981	-	-	720	-	-
Mov Cap-2 Maneuver	60	84	-	83	99	-	-	-	-	-	-	-
Stage 1	435	444	-	296	324	-	-	-	-	-	-	-
Stage 2	231	286	-	466	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	44.7	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	65	147	720	-	-
HCM Lane V/C Ratio	0.024	-	-	0.424	0.396	0.028	-	-
HCM Control Delay (s)	8.8	0	-	96.2	44.7	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.7	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.950	
Satd. Flow (perm)	1928	0	1844	1583	1823	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	14	1107	3	2	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	8	1	0	0	3
Mvmt Flow	16	15	1190	3	2	792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1987	1190	0	0	1190	0
Stage 1	1190	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	5.6	5.88	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	106	254	-	-	594	-
Stage 1	379	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	254	-	-	594	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	147	594	-
HCM Lane V/C Ratio	-	-	0.212	0.004	-
HCM Control Delay (s)	-	-	36	11.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	310	31	16	242	1	13	0	6	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.957			0.932	
Flt Protected					0.997			0.967			0.976	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Flt Permitted					0.997			0.967			0.976	
Satd. Flow (perm)	0	1800	0	0	1814	0	0	1776	0	0	1720	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	348	35	18	272	1	15	0	7	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	291	0	0	22	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	310	31	16	242	1	13	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	348	35	18	272	1	15	0	7	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	383	0	0	675	675	366	677	691	272
Stage 1	-	-	-	-	-	-	366	366	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	369	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1187	-	-	399	408	698	356	356	766
Stage 1	-	-	-	-	-	-	685	652	-	694	653	-
Stage 2	-	-	-	-	-	-	730	686	-	642	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1187	-	-	393	401	698	348	350	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	401	-	348	350	-
Stage 1	-	-	-	-	-	-	685	652	-	694	641	-
Stage 2	-	-	-	-	-	-	716	674	-	636	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1302	-	-	1187	-	-	479
HCM Lane V/C Ratio	0.047	-	-	-	0.015	-	-	0.005
HCM Control Delay (s)	13.3	0	-	-	8.1	0	-	12.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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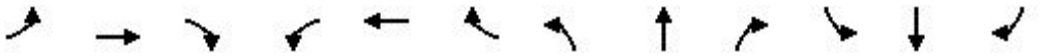

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00				0.95	0.98	0.97			0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1546	1731	0	1652	1670	1583	1599	1506	0	1695	1683	0
Flt Permitted	0.531			0.191			0.635			0.144		
Satd. Flow (perm)	849	1731	0	332	1670	1505	1045	1506	0	257	1683	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				146					21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	27.9	27.7		35.7	35.7	50.9	25.5	20.3		40.5	34.4	
Actuated g/C Ratio	0.28	0.28		0.36	0.36	0.52	0.26	0.21		0.41	0.35	
v/c Ratio	0.16	0.87		0.80	0.65	0.18	0.13	1.44		0.65	0.32	
Control Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.3	51.5		47.7	35.3	2.1	22.5	248.3		32.1	26.3	
LOS	C	D		D	D	A	C	F		C	C	
Approach Delay		49.0			32.7			230.2			29.4	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	24	247		137	232	2	14	~381		86	83	
Queue Length 95th (ft)	53	383		#289	366	18	42	#704		185	176	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	413	807		324	699	936	381	311		402	602	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.52		0.79	0.56	0.17	0.10	1.44		0.52	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 98.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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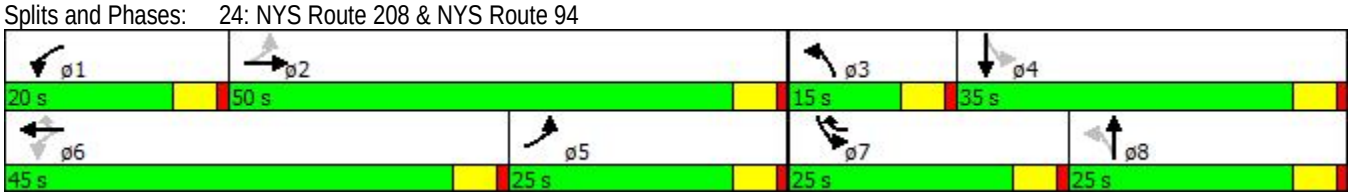
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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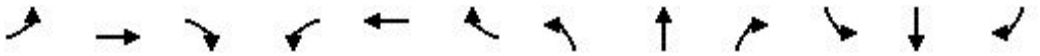

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.97		1.00	0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.90		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1535	1733		1652	1670	1533	1580	1511		1695	1685	
Flt Permitted	0.53	1.00		0.19	1.00	1.00	0.64	1.00		0.14	1.00	
Satd. Flow (perm)	858	1733		333	1670	1533	1056	1511		258	1685	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
RTOR Reduction (vph)	0	3	0	0	0	74	0	0	0	0	14	0
Lane Group Flow (vph)	51	420	0	255	391	85	39	448	0	211	181	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	30.1	30.1		35.8	35.8	50.9	26.1	22.7		42.8	34.4	
Effective Green, g (s)	30.1	30.1		35.8	35.8	50.9	26.1	22.7		42.8	34.4	
Actuated g/C Ratio	0.29	0.29		0.35	0.35	0.50	0.25	0.22		0.42	0.33	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	311	507		307	581	759	285	333		318	563	
v/s Ratio Prot	0.01	c0.24		c0.12	0.23	0.02	0.00	c0.30		c0.10	0.11	
v/s Ratio Perm	0.03			c0.17		0.04	0.03			0.18		
v/c Ratio	0.16	0.83		0.83	0.67	0.11	0.14	1.35		0.66	0.32	
Uniform Delay, d1	27.3	33.9		27.4	28.5	13.9	29.3	40.0		23.1	25.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	10.3		16.4	2.4	0.0	0.1	174.2		4.0	0.1	
Delay (s)	27.4	44.2		43.9	30.9	13.9	29.4	214.2		27.1	25.6	
Level of Service	C	D		D	C	B	C	F		C	C	
Approach Delay (s)		42.4			31.7			199.4			26.4	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	70.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	40	17	951	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909					
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1916	0	0	1826	1774	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1916	0	0	1826	1774	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	0%
Adj. Flow (vph)	20	41	17	970	594	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	987	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	40	17	951	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	20	41	17	970	594	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	594	594	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	500	992	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	992	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	220	-	-
HCM Lane V/C Ratio	0.017	-	0.278	-	-
HCM Control Delay (s)	8.7	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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CLOVEWOOD

COMBINED CONDITIONS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	12

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	418	221	0	397	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	0	1	3	0
Mvmt Flow	492	260	0	467	254	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1089	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	867	-	285	516
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	285	516
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	680	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	69.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	867	-	286
HCM Lane V/C Ratio	-	-	-	-	0.897
HCM Control Delay (s)	-	-	0	-	69.3
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	8.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	13	39	2	12	6	53	318	4	3	352	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.961			0.999			0.995	
Flt Protected		0.988			0.995			0.993				
Satd. Flow (prot)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Flt Permitted		0.988			0.995			0.993				
Satd. Flow (perm)	0	1668	0	0	1800	0	0	1769	0	0	1842	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	2%	2%	0%	33%	1%	0%
Adj. Flow (vph)	17	14	41	2	13	6	56	338	4	3	374	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	21	0	0	398	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	13	39	2	12	6	53	318	4	3	352	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	0	3	0	0	0	2	2	0	33	1	0
Mvmt Flow	17	14	41	2	13	6	56	338	4	3	374	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	842	381	868	847	340	387	0	0	343	0	0
Stage 1	387	387	-	453	453	-	-	-	-	-	-	-
Stage 2	463	455	-	415	394	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.7	6.33	6.1	5.5	5.7	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.327	3.5	4	3.3	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	262	289	657	350	381	741	1171	-	-	1062	-	-
Stage 1	613	600	-	669	650	-	-	-	-	-	-	-
Stage 2	555	558	-	694	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	271	657	300	357	741	1171	-	-	1062	-	-
Mov Cap-2 Maneuver	241	271	-	300	357	-	-	-	-	-	-	-
Stage 1	577	598	-	630	612	-	-	-	-	-	-	-
Stage 2	507	525	-	633	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	391	413	1062	-	-
HCM Lane V/C Ratio	0.048	-	-	0.185	0.052	0.003	-	-
HCM Control Delay (s)	8.2	0	-	16.3	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	15	16	205	203	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914				0.999	
Flt Protected	0.982			0.996		
Satd. Flow (prot)	1731	0	0	1821	1879	0
Flt Permitted	0.982			0.996		
Satd. Flow (perm)	1731	0	0	1821	1879	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	9	16	18	225	223	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	243	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	8	15	16	205	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	16	18	225	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	591	836	1356	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	836	1356	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1356	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.035	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	32	37	725	36	25	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	34	40	780	39	27	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1662	799	0	0	818	0
Stage 1	799	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	272	460	-	-	819	-
Stage 1	696	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	460	-	-	819	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	819	-
HCM Lane V/C Ratio	-	-	0.221	0.033	-
HCM Control Delay (s)	-	-	18.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.2
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 74.0 Intersection LOS: E
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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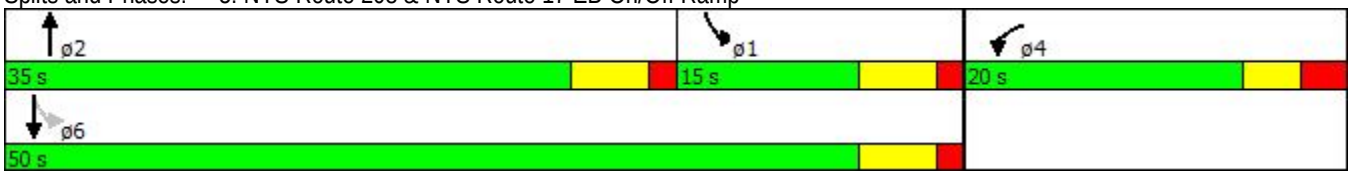
Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1635		1853	1560		1861
Flt Permitted	0.97		1.00	1.00		0.55
Satd. Flow (perm)	1635		1853	1560		1041
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	62	639	243	334	580
RTOR Reduction (vph)	36	0	0	0	0	0
Lane Group Flow (vph)	122	0	639	243	0	914
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	9.2		46.0	66.2		46.0
Effective Green, g (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	227		1287	1560		723
v/s Ratio Prot	c0.07		0.34			
v/s Ratio Perm				0.16		c0.88
v/c Ratio	0.54		0.50	0.16		1.26
Uniform Delay, d1	26.5		4.7	0.0		10.1
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	1.2		1.4	0.2		129.8
Delay (s)	27.7		6.1	0.2		139.9
Level of Service	C		A	A		F
Approach Delay (s)	27.7		4.5			139.9
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Two Way Analysis cannot be performed on Signalized Intersection.

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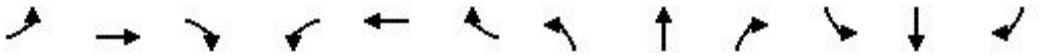

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.994			0.994	
Satd. Flow (prot)	0	1630	0	0	1788	1631	0	1884	1607	0	1706	0
Flt Permitted		0.784			0.739			0.869			0.902	
Satd. Flow (perm)	0	1302	0	0	1381	1631	0	1647	1607	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				264			234		6	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	0	449	234	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	

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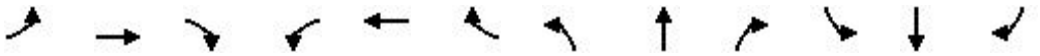

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		14.4			14.4	65.6		39.1	65.6		39.1	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
v/c Ratio		0.35			0.74	0.16		0.46	0.15		0.81	
Control Delay		15.7			38.8	0.2		10.1	0.2		20.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.7			38.8	0.2		10.1	0.2		20.7	
LOS		B			D	A		B	A		C	
Approach Delay		15.7			17.9			6.7			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		20			83	0		91	0		210	
Queue Length 95th (ft)		59			153	0		177	0		#486	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		415			401	1631		982	1607		925	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.28			0.56	0.16		0.46	0.15		0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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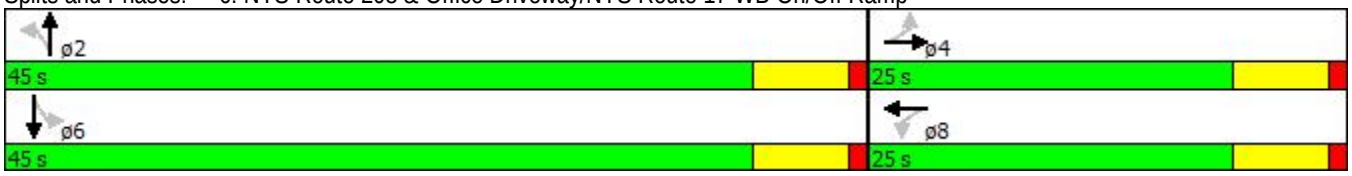
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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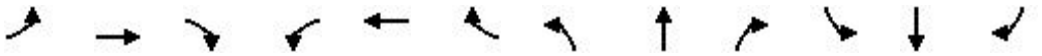

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Total Lost time (s)		6.0			6.0	4.0		6.0	4.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.94			1.00	0.85		1.00	0.85		0.99	
Flt Protected		0.98			0.96	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1630			1787	1631		1884	1607		1706	
Flt Permitted		0.78			0.74	1.00		0.87	1.00		0.90	
Satd. Flow (perm)		1301			1381	1631		1647	1607		1548	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
RTOR Reduction (vph)	0	41	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	74	0	0	224	264	0	449	234	0	744	0
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Actuated Green, G (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Effective Green, g (s)		14.4			14.4	65.6		39.2	65.6		39.2	
Actuated g/C Ratio		0.22			0.22	1.00		0.60	1.00		0.60	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		285			303	1631		984	1607		925	
v/s Ratio Prot												
v/s Ratio Perm		0.06			c0.16	0.16		0.27	0.15		c0.48	
v/c Ratio		0.26			0.74	0.16		0.46	0.15		0.80	
Uniform Delay, d1		21.2			23.9	0.0		7.3	0.0		10.2	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.2			7.9	0.2		1.5	0.2		7.4	
Delay (s)		21.4			31.7	0.2		8.8	0.2		17.6	
Level of Service		C			C	A		A	A		B	
Approach Delay (s)		21.4			14.7			5.9			17.6	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.878	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1862	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1862	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	709	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	33	707	691	11	8	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	33	714	698	11	8	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1485	704
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	118	424
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	111	424
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	899	-	331	-	-
HCM Lane V/C Ratio	0.037	-	0.244	-	-
HCM Control Delay (s)	9.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1913	0	0	1845	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	18	19	696	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	6	18	19	703	690	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1436	695	700	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	446	906	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	446	906	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	906	-	293	-	-
HCM Lane V/C Ratio	0.021	-	0.083	-	-
HCM Control Delay (s)	9.1	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1660	0	0	1808	1829	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	88	13	8	673	711	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	90	13	8	687	726	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	764	803	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	120	363	830	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	363	830	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	129	-	-
HCM Lane V/C Ratio	0.01	-	0.799	-	-
HCM Control Delay (s)	9.4	0	97.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	4.8	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	6	6	755	781	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	830	858	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	860	863	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	350	788	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	350	788	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	788	-	154	-	-
HCM Lane V/C Ratio	0.008	-	0.078	-	-
HCM Control Delay (s)	9.6	0	30.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850		0.988			0.996	
Flt Protected		0.979			0.959			0.998			0.998	
Satd. Flow (prot)	0	1895	0	0	2054	1751	0	1783	0	0	1815	0
Flt Permitted		0.979			0.959			0.961			0.972	
Satd. Flow (perm)	0	1895	0	0	2054	1751	0	1717	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				85		7			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	81	25	0	731	0	0	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	

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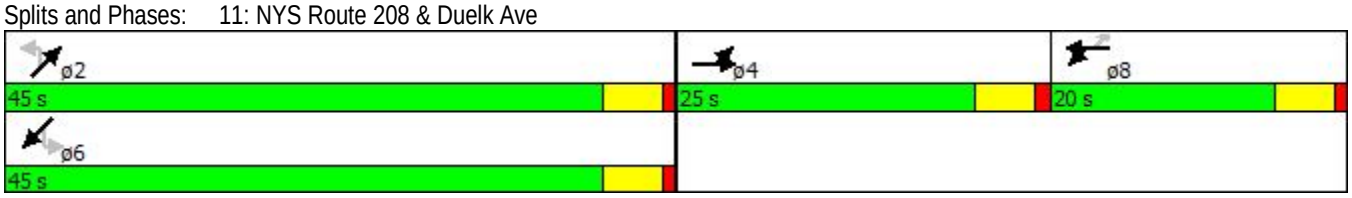
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.1			8.0	8.0		44.8			44.8	
Actuated g/C Ratio		0.09			0.12	0.12		0.68			0.68	
v/c Ratio		0.30			0.33	0.09		0.63			0.56	
Control Delay		26.2			31.5	0.6		13.3			11.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.2			31.5	0.6		13.3			11.6	
LOS		C			C	A		B			B	
Approach Delay		26.2			24.2			13.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15			32	0		200			173	
Queue Length 95th (ft)		49			72	0		#408			339	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		592			470	466		1166			1199	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.10			0.17	0.05		0.63			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	23	13	18	67	11	24	30	611	61	20	608	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.95			1.00	0.85		0.99			1.00	
Flt Protected		0.98			0.96	1.00		1.00			1.00	
Satd. Flow (prot)		1895			2054	1751		1783			1815	
Flt Permitted		0.98			0.96	1.00		0.96			0.97	
Satd. Flow (perm)		1895			2054	1751		1716			1768	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	14	19	70	11	25	31	636	64	21	633	21
RTOR Reduction (vph)	0	18	0	0	0	23	0	3	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	81	2	0	728	0	0	674	0
Heavy Vehicles (%)	5%	0%	0%	0%	0%	4%	4%	2%	2%	0%	1%	5%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)		3.9			6.8	6.8		43.7			43.7	
Effective Green, g (s)		3.9			6.8	6.8		43.7			43.7	
Actuated g/C Ratio		0.06			0.10	0.10		0.63			0.63	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		2.0			3.0	3.0		2.0			0.2	
Lane Grp Cap (vph)		106			201	171		1080			1113	
v/s Ratio Prot		c0.02			c0.04							
v/s Ratio Perm						0.00		c0.42			0.38	
v/c Ratio		0.37			0.40	0.01		0.67			0.61	
Uniform Delay, d1		31.6			29.4	28.3		8.3			7.7	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.8			1.3	0.0		3.4			2.5	
Delay (s)		32.4			30.7	28.3		11.6			10.1	
Level of Service		C			C	C		B			B	
Approach Delay (s)		32.4			30.1			11.6			10.1	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1726	0	0	1814	1797	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	11	32	35	624	616	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	33	36	637	629	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1342	634	640	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	466	954	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	466	954	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	19.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	954	-	290	-	-
HCM Lane V/C Ratio	0.037	-	0.151	-	-
HCM Control Delay (s)	8.9	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					
Satd. Flow (perm)	1704	0	1813	0	0	1809
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	12	1	622	13	1	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	12	1	635	13	1	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	641	0	0	648	0
Stage 1	641	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	505	-	-	947	-
Stage 1	588	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	505	-	-	947	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	241	947	-
HCM Lane V/C Ratio	-	-	0.055	0.001	-
HCM Control Delay (s)	-	-	20.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1835	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	2	4	619	614	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	2	4	659	653	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1322	655	656	0	-	0
Stage 1	655	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	150	453	941	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	453	941	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	941	-	224	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	8.8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.999
Satd. Flow (perm)	1669	0	1815	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	12	20	610	11	18	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	13	21	649	12	19	645

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1338	655	0	0	661	0
Stage 1	655	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	487	-	-	937	-
Stage 1	560	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	487	-	-	937	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	937	-
HCM Lane V/C Ratio	-	-	0.11	0.02	-
HCM Control Delay (s)	-	-	18.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.966			0.975			0.999				
Satd. Flow (perm)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	13	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	12	1	4	13	3	10	10	603	18	5	607	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	0	0	8	0	0	0	1	0	0	2	0
Mvmt Flow	12	1	4	14	3	10	10	628	19	5	632	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1313	634	1305	1305	638	636	0	0	647	0	0
Stage 1	645	645	-	658	658	-	-	-	-	-	-	-
Stage 2	665	668	-	647	647	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.3	6.1	6.58	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.99	5.3	-	5.58	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	172	491	165	201	506	957	-	-	948	-	-
Stage 1	466	488	-	495	518	-	-	-	-	-	-	-
Stage 2	454	477	-	501	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	168	491	160	196	506	957	-	-	948	-	-
Mov Cap-2 Maneuver	134	168	-	160	196	-	-	-	-	-	-	-
Stage 1	459	484	-	487	510	-	-	-	-	-	-	-
Stage 2	435	469	-	492	519	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	29.6	23.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	957	-	-	224	164	948	-	-
HCM Lane V/C Ratio	0.011	-	-	0.121	0.108	0.005	-	-
HCM Control Delay (s)	8.8	0	-	23.3	29.6	8.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	622	2	2	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1891
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1891
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	648	2	2	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	650	0	0	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	622	2	2	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	648	2	2	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	649	0	0	650	0
Stage 1	649	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	500	-	-	946	-
Stage 1	584	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	500	-	-	946	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	309	946	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s)	-	-	16.8	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.957			0.977			0.999			0.999	
Satd. Flow (perm)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	1	2	17	2	17	18	599	16	14	540	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	24	1	2	18	2	18	19	631	17	15	568	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1316	1314	599	1308	1337	639	631	0	0	647	0	0
Stage 1	629	629	-	677	677	-	-	-	-	-	-	-
Stage 2	687	685	-	631	660	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	148	497	148	167	488	961	-	-	948	-	-
Stage 1	457	462	-	463	473	-	-	-	-	-	-	-
Stage 2	424	435	-	489	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	140	497	140	158	488	961	-	-	948	-	-
Mov Cap-2 Maneuver	115	140	-	140	158	-	-	-	-	-	-	-
Stage 1	443	450	-	449	458	-	-	-	-	-	-	-
Stage 2	394	422	-	474	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	25.5	0.3	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	123	213	948	-	-
HCM Lane V/C Ratio	0.02	-	-	0.223	0.178	0.016	-	-
HCM Control Delay (s)	8.8	0	-	42.5	25.5	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	680	2	2	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	694	2	2	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1434	694	0	0	694	0
Stage 1	694	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	205	482	-	-	911	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	482	-	-	911	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	911	-
HCM Lane V/C Ratio	-	-	0.014	0.002	-
HCM Control Delay (s)	-	-	17.7	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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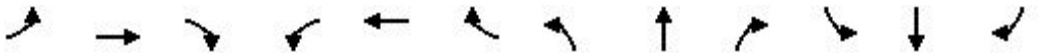

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	192	21	10	195	0	11	0	10	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.935				
Flt Protected					0.997			0.975			0.950	
Satd. Flow (prot)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Flt Permitted					0.997			0.975			0.950	
Satd. Flow (perm)	0	1799	0	0	1780	0	0	1749	0	0	1796	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	202	22	11	205	0	12	0	11	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	216	0	0	23	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	192	21	10	195	0	11	0	10	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	202	22	11	205	0	12	0	11	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	224	0	0	441	441	213	447	452	205
Stage 1	-	-	-	-	-	-	215	215	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	221	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1357	-	-	557	539	842	512	494	836
Stage 1	-	-	-	-	-	-	811	746	-	771	712	-
Stage 2	-	-	-	-	-	-	801	739	-	776	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1357	-	-	553	534	842	502	489	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	534	-	502	489	-
Stage 1	-	-	-	-	-	-	810	745	-	770	706	-
Stage 2	-	-	-	-	-	-	794	732	-	766	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	10.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1378	-	-	1357	-	-	502
HCM Lane V/C Ratio	0.033	0.001	-	-	0.008	-	-	0.004
HCM Control Delay (s)	10.6	7.6	0	-	7.7	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1762	0	1668	1818	1599	1727	1564	0	1728	1826	0
Flt Permitted	0.570			0.204			0.656			0.145		
Satd. Flow (perm)	946	1762	0	355	1818	1520	1164	1564	0	264	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		6				179					13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	25.0	15.0	25.0		25.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	20.8%	12.5%	20.8%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	24.5	23.1		34.8	34.8	49.2	25.3	20.3		39.8	33.7	
Actuated g/C Ratio	0.26	0.25		0.37	0.37	0.53	0.27	0.22		0.43	0.36	
v/c Ratio	0.08	0.83		0.88	0.46	0.20	0.12	1.18		0.61	0.24	
Control Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	49.7		54.9	29.1	1.9	20.0	143.2		27.9	23.5	
LOS	C	D		D	C	A	B	F		C	C	
Approach Delay		48.2			32.8			131.3			26.0	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	12	200		111	114	0	14	~283		76	62	
Queue Length 95th (ft)	33	318		#375	284	16	40	#563		159	133	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	405	864		346	800	987	440	339		430	670	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.88	0.39	0.18	0.10	1.18		0.48	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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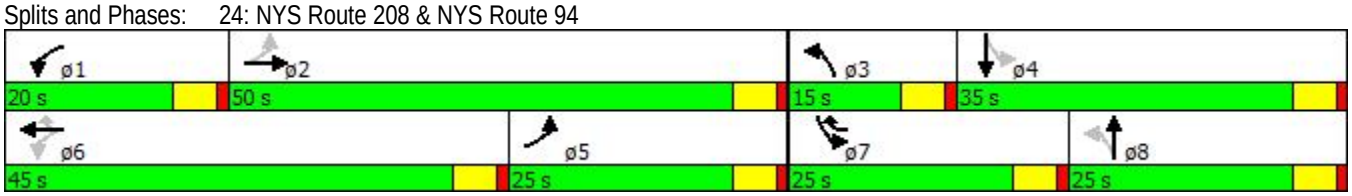
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1594	1762		1666	1818	1549	1706	1569		1728	1828	
Flt Permitted	0.57	1.00		0.20	1.00	1.00	0.66	1.00		0.14	1.00	
Satd. Flow (perm)	957	1762		358	1818	1549	1178	1569		264	1828	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
RTOR Reduction (vph)	0	4	0	0	0	90	0	0	0	0	9	0
Lane Group Flow (vph)	26	363	0	303	313	89	43	401	0	206	150	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	26.4	26.4		34.8	34.8	49.2	25.9	22.6		42.0	33.7	
Effective Green, g (s)	26.4	26.4		34.8	34.8	49.2	25.9	22.6		42.0	33.7	
Actuated g/C Ratio	0.27	0.27		0.35	0.35	0.50	0.26	0.23		0.43	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	300	471		327	641	772	327	359		326	624	
v/s Ratio Prot	0.01	c0.21		c0.14	0.17	0.02	0.00	c0.26		c0.09	0.08	
v/s Ratio Perm	0.02			c0.18		0.04	0.03			0.18		
v/c Ratio	0.09	0.77		0.93	0.49	0.12	0.13	1.12		0.63	0.24	
Uniform Delay, d1	27.2	33.3		26.7	24.9	13.1	27.5	38.0		21.3	23.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	6.7		30.8	0.2	0.0	0.1	83.0		2.9	0.1	
Delay (s)	27.2	40.0		57.5	25.2	13.2	27.6	121.0		24.2	23.4	
Level of Service	C	D		E	C	B	C	F		C	C	
Approach Delay (s)		39.2			34.8			112.0			23.9	
Approach LOS		D			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	98.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	57	3	621	559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889					
Flt Protected	0.991					
Satd. Flow (prot)	1888	0	0	1828	1827	0
Flt Permitted	0.991					
Satd. Flow (perm)	1888	0	0	1828	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			162	114	
Travel Time (s)	1.8			2.0	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	13	60	3	654	588	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	657	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	12	57	3	621	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	13	60	3	654	588	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	588	588	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	504	997	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	504	997	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	383	-	-
HCM Lane V/C Ratio	0.003	-	0.19	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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CLOVEWOOD

COMBINED CONDITIONS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	417	217	3	504	241	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1755	0	0	1846	1783	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	453	236	3	548	262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	689	0	0	551	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	15.5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	417	217	3	504	241	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	3	0
Mvmt Flow	453	236	3	548	262	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	689	0	1125	571
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	-	-	4.1	-	5.83	5.9
Critical Hdwy Stg 1	-	-	-	-	4.83	-
Critical Hdwy Stg 2	-	-	-	-	4.83	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	915	-	272	550
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	271	550
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	626	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	88.1
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	915	-	272
HCM Lane V/C Ratio	-	-	0.004	-	0.971
HCM Control Delay (s)	-	-	8.9	0	88.1
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	9.5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	14	76	1	12	11	57	310	0	12	413	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.937						0.999	
Flt Protected		0.997			0.998			0.992			0.998	
Satd. Flow (prot)	0	1681	0	0	1760	0	0	1789	0	0	1850	0
Flt Permitted		0.997			0.998			0.992			0.998	
Satd. Flow (perm)	0	1681	0	0	1760	0	0	1789	0	0	1850	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	6	16	89	1	14	13	67	365	0	14	430	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	28	0	0	432	0	0	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	14	76	1	12	11	57	310	0	12	413	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	96	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	16	89	1	14	13	67	365	0	14	430	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	972	959	431	1012	960	365	433	0	0	365	0	0
Stage 1	460	460	-	499	499	-	-	-	-	-	-	-
Stage 2	512	499	-	513	461	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.1	5.5	5.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.1	4.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	222	246	621	291	338	720	1137	-	-	1205	-	-
Stage 1	570	555	-	640	628	-	-	-	-	-	-	-
Stage 2	533	532	-	632	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	224	621	219	308	720	1137	-	-	1205	-	-
Mov Cap-2 Maneuver	196	224	-	219	308	-	-	-	-	-	-	-
Stage 1	528	547	-	593	582	-	-	-	-	-	-	-
Stage 2	473	493	-	517	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	14.5	1.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	452	408	1205	-	-
HCM Lane V/C Ratio	0.059	-	-	0.247	0.069	0.012	-	-
HCM Control Delay (s)	8.4	0	-	15.6	14.5	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	25	21	197	227	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.992	
Flt Protected	0.983			0.995		
Satd. Flow (prot)	1729	0	0	1836	1867	0
Flt Permitted	0.983			0.995		
Satd. Flow (perm)	1729	0	0	1836	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	15	28	24	224	258	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	0	248	274	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Vol, veh/h	13	25	21	197	227	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	4	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	28	24	224	258	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	538	266	274	0	-	0
Stage 1	266	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	5.8	5.9	4.1	-	-	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	555	795	1301	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	795	1301	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.6	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1301	-	686	-	-
HCM Lane V/C Ratio	0.018	-	0.063	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	160	668	223	165	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.966			
Flt Protected	0.978					0.992
Satd. Flow (prot)	1733	0	1822	0	0	1878
Flt Permitted	0.978					0.992
Satd. Flow (perm)	1733	0	1822	0	0	1878
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	167	696	232	172	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	307	0	928	0	0	1005
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	127.2%	ICU Level of Service	H
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	46.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	134	160	668	223	165	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	1	4	5	0
Mvmt Flow	140	167	696	232	172	833

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1989	812	0	0	928	0
Stage 1	812	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	4.42	5.2	-	-	4.15	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	202	479	-	-	725	-
Stage 1	685	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 113	479	-	-	725	-
Mov Cap-2 Maneuver	~ 113	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	314	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 331	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	193	725	-
HCM Lane V/C Ratio	-	-	1.587	0.237	-
HCM Control Delay (s)	-	-	$ 331	11.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	19.9	0.9	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	69	664	225	408	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.981
Satd. Flow (prot)	1719	0	1872	1591	0	1871
Flt Permitted	0.969					0.488
Satd. Flow (perm)	1719	0	1872	1591	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	36			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	72	692	234	425	678
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	692	234	0	1103
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67

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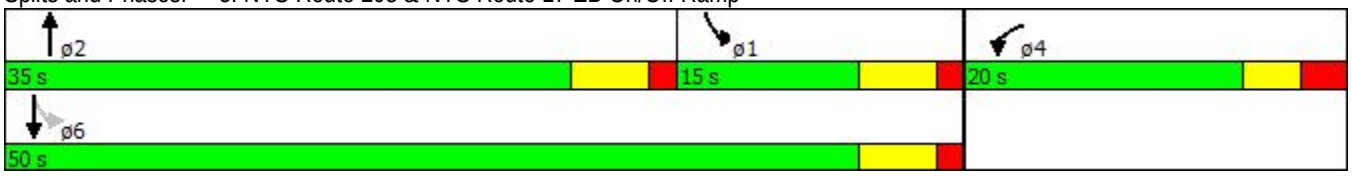
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.67		0.55	0.15		1.76
Control Delay	32.4		8.2	0.2		366.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.4		8.2	0.2		366.0
LOS	C		A	A		F
Approach Delay	32.4		6.2			366.0
Approach LOS	C		A			F
Queue Length 50th (ft)	63		121	0		~686
Queue Length 95th (ft)	125		236	0		#963
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1262	1591		627
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.55	0.15		1.76

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.76
Intersection Signal Delay: 186.5 Intersection LOS: F
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	69	664	225	408	651
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	692	0	425	678
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	33
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1761	0	1872	1591	24	46
Grp Volume(v), veh/h	131	0	692	0	1103	0
Grp Sat Flow(s),veh/h/ln	1775	0	1872	1591	70	0
Q Serve(g_s), s	4.4	0.0	18.7	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	18.7	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.77	0.00	0.00	0.00
Avail Cap(c_a), veh/h	419	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	6.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	11.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	19.5	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		692			1103
Approach Delay, s/veh	29.8		19.5			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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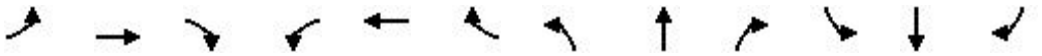

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	302	51	394	297	134	710	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.955			0.994			0.992	
Satd. Flow (prot)	0	1750	0	0	1833	1631	0	1900	1591	0	1709	0
Flt Permitted		0.692			0.668			0.848			0.780	
Satd. Flow (perm)	0	1233	0	0	1282	1631	0	1621	1591	0	1343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				235			313		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	318	54	415	313	141	747	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	318	0	469	313	0	928	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		19.0			19.0	70.0		39.0	70.0		39.0	

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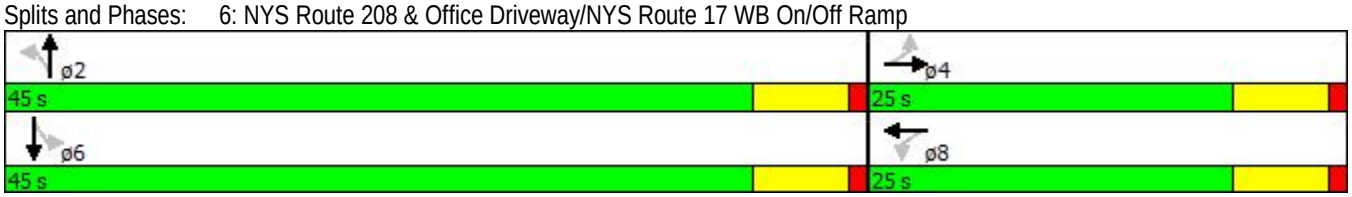
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.27			0.27	1.00		0.56	1.00		0.56	
v/c Ratio		0.27			1.00	0.19		0.52	0.20		1.24	
Control Delay		14.4			78.6	0.3		12.3	0.3		138.0	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.4			78.6	0.3		12.3	0.3		138.0	
LOS		B			E	A		B	A		F	
Approach Delay		14.4			41.2			7.5			138.0	
Approach LOS		B			D			A			F	
Queue Length 50th (ft)		17			~150	0		115	0		~511	
Queue Length 95th (ft)		53			#309	0		190	0		#728	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		367			347	1631		903	1591		750	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.27			1.00	0.19		0.52	0.20		1.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 110.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	302	51	394	297	134	710	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1912	1872	1872	1857	1872
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	415	0	141	747	40
Adj No. of Lanes	0	1	0	0	1	1	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	3	1	1	1
Cap, veh/h	204	112	207	453	21	414	122	859	908	182	789	41
Arrive On Green	0.28	0.25	0.25	0.28	0.25	0.00	0.60	0.57	0.00	0.60	0.57	0.57
Sat Flow, veh/h	520	442	816	1379	84	1631	112	1505	1591	213	1383	72
Grp Volume(v), veh/h	98	0	0	348	0	0	469	0	0	928	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1463	0	1631	1617	0	1591	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	15.0	0.0	0.0	9.3	0.0	0.0	34.2	0.0	0.0
Prop In Lane	0.36		0.46	0.94		1.00	0.12		1.00	0.15		0.04
Lane Grp Cap(c), veh/h	575	0	0	517	0	414	1028	0	908	1061	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.67	0.00	0.00	0.46	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	613	0	0	550	0	453	1028	0	908	1061	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	23.4	0.0	0.0	8.2	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	1.5	0.0	0.0	10.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.2	0.0	0.0	4.9	0.0	0.0	17.3	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	25.7	0.0	0.0	9.7	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	B			C			A			C		
Approach Vol, veh/h		98			348			469			928	
Approach Delay, s/veh		19.9			25.7			9.7			23.1	
Approach LOS		B			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		23.4		45.0		23.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		17.0
Green Ext Time (p_c), s		0.0		1.2		0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	768	902	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.996			0.980	
Satd. Flow (prot)	0	1741	1739	0	1922	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1741	1739	0	1922	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	792	930	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	853	963	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	6.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Vol, veh/h	59	768	902	32	37	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	61	792	930	33	38	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	963	0	-	0	1859	946
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	913	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	723	-	-	-	66	304
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	723	-	-	-	56	304
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	302	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	124.5
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	723	-	108	-	-
HCM Lane V/C Ratio	0.084	-	0.859	-	-
HCM Control Delay (s)	10.4	0	124.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	5	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	793	913	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.999		
Satd. Flow (perm)	1915	0	0	1862	1824	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	826	951	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	840	962	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	8	21	13	793	913	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	8	22	14	826	951	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1810	957	963	0	-	0
Stage 1	957	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	88	315	723	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	315	723	-	-	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	723	-	180	-	-
HCM Lane V/C Ratio	0.019	-	0.168	-	-
HCM Control Delay (s)	10.1	0	29	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	714	878	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956					
Satd. Flow (perm)	1707	0	0	1810	1857	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	776	954	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	781	1020	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	98.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	185	14	5	714	878	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	201	15	5	776	954	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1775	988	1021	0	-	0
Stage 1	988	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	6.81	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 75	286	688	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 74	286	688	-	-	-
Mov Cap-2 Maneuver	~ 74	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 915.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	688	-	78	-	-
HCM Lane V/C Ratio	0.008	-	2.773	-	-
HCM Control Delay (s)	10.3	0	$ 915.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	21.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	888	930	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1669	0	0	1808	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	925	969	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	936	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	8	11	888	930	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	2	8	11	925	969	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1918	970	972	0	-	0
Stage 1	970	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	67	302	717	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	302	717	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	717	-	175	-	-
HCM Lane V/C Ratio	0.016	-	0.06	-	-
HCM Control Delay (s)	10.1	0	26.9	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	696	65	16	814	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.989			0.994	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1802	0	0	1833	0
Flt Permitted		0.983			0.958			0.930			0.982	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1681	0	0	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				85		6			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	725	68	17	848	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	835	0	0	907	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.6			8.1	8.1		44.8			44.8	
Actuated g/C Ratio		0.10			0.12	0.12		0.65			0.65	
v/c Ratio		0.42			0.34	0.10		0.76			0.77	
Control Delay		24.5			32.8	0.7		19.4			19.5	

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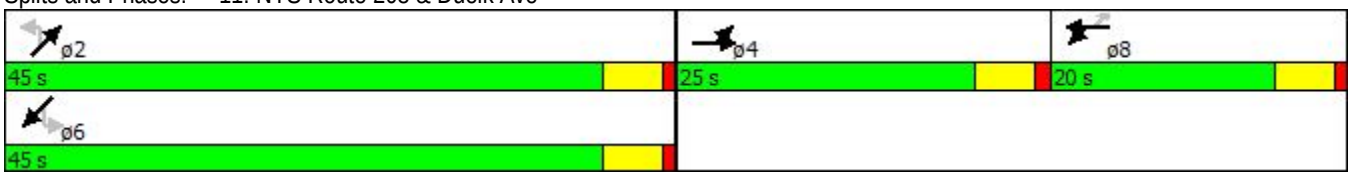
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			32.8	0.7		19.4			19.5	
LOS		C			C	A		B			B	
Approach Delay		24.5			24.5			19.4			19.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		20			32	0		266			295	
Queue Length 95th (ft)		61			73	0		#599			#646	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		579			442	466		1098			1176	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.18	0.06		0.76			0.77	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.0 Intersection LOS: B
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	696	65	16	814	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	725	68	17	848	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	40	22	56	112	16	116	90	1003	92	66	1115	55
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	597	327	828	1672	235	1722	49	1594	146	13	1772	87
Grp Volume(v), veh/h	91	0	0	81	0	28	835	0	0	907	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1788	0	0	1871	0	0
Q Serve(g_s), s	3.2	0.0	0.0	2.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.6	0.0	1.0	19.1	0.0	0.0	21.6	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.08	0.02		0.05
Lane Grp Cap(c), veh/h	118	0	0	128	0	116	1185	0	0	1235	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.63	0.00	0.24	0.70	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	552	0	0	450	0	406	1185	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	28.9	0.0	28.1	7.9	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	5.1	0.0	1.1	3.5	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.0	0.5	10.7	0.0	0.0	12.4	0.0	0.0
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.9	0.0	29.2	11.4	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	C			C		C	B			B		
Approach Vol, veh/h		91			109			835			907	
Approach Delay, s/veh		33.1			32.7			11.4			12.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.3		45.0		9.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.2		0.0		4.6
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	726	838	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1724	0	0	1815	1816	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	781	901	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	810	907	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	32	27	726	838	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	11	34	29	781	901	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1743	904	908	0	-	0
Stage 1	904	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	79	322	758	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	322	758	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	31.8	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	758	-	179	-	-
HCM Lane V/C Ratio	0.038	-	0.252	-	-
HCM Control Delay (s)	9.9	0	31.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	721	15	5	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1660	0	1813	0	0	1827
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	775	16	5	898
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	791	0	0	903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	10	6	721	15	5	835
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	6	775	16	5	898

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1692	783	0	0	791	0
Stage 1	783	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	137	424	-	-	838	-
Stage 1	517	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	424	-	-	838	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	181	838	-
HCM Lane V/C Ratio	-	-	0.095	0.006	-
HCM Control Delay (s)	-	-	27	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	725	840	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1800	1855	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	755	875	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	757	877	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	2	725	840	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	2	755	875	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1635	876	877	0	-	0
Stage 1	876	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	94	334	779	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	334	779	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	779	-	147	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s)	9.6	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	719	6	18	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.999
Satd. Flow (perm)	1678	0	1835	0	0	1817
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	749	6	19	859
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	755	0	0	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	17	22	719	6	18	825
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	18	23	749	6	19	859

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1649	752	0	0	755	0
Stage 1	752	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6	6	-	-	4.1	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	431	-	-	865	-
Stage 1	510	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	431	-	-	865	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.2	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	210	865	-
HCM Lane V/C Ratio	-	-	0.193	0.022	-
HCM Control Delay (s)	-	-	26.2	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	711	28	20	805	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.971			0.966						0.999	
Satd. Flow (perm)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	790	31	22	894	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	824	0	0	925	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	3	1	37	0	16	3	711	28	20	805	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	6	3	1	41	0	18	3	790	31	22	894	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1764	1771	899	1758	1760	806	903	0	0	821	0	0
Stage 1	943	943	-	812	812	-	-	-	-	-	-	-
Stage 2	821	828	-	946	948	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.3	6.1	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.3	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	73	93	349	90	115	412	761	-	-	817	-	-
Stage 1	335	362	-	430	452	-	-	-	-	-	-	-
Stage 2	389	407	-	371	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	87	349	83	108	412	761	-	-	817	-	-
Mov Cap-2 Maneuver	67	87	-	83	108	-	-	-	-	-	-	-
Stage 1	333	342	-	427	449	-	-	-	-	-	-	-
Stage 2	370	404	-	346	379	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	56.3	71.4	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	761	-	-	109	80	817	-	-
HCM Lane V/C Ratio	0.004	-	-	0.54	0.125	0.027	-	-
HCM Control Delay (s)	9.8	0	-	71.4	56.3	9.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	0.4	0.1	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	2	2	730	2	2	831
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1754	0	1872	0	0	1909
Flt Permitted	0.976					
Satd. Flow (perm)	1754	0	1872	0	0	1909
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	2	2	768	2	2	875
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	770	0	0	877
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	2	2	730	2	2	831
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	2	2	768	2	2	875

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1648	769	0	0	771	0
Stage 1	769	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	145	431	-	-	853	-
Stage 1	524	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	431	-	-	853	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	22	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	216	853	-
HCM Lane V/C Ratio	-	-	0.019	0.002	-
HCM Control Delay (s)	-	-	22	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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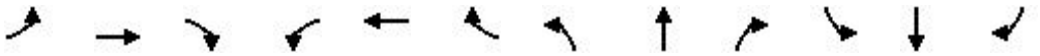

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	600	21	11	672	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.962			0.976			0.998			0.999	
Satd. Flow (perm)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	645	23	12	723	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	691	0	0	803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	3	3	14	0	14	21	600	21	11	672	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	22	3	3	15	0	15	23	645	23	12	723	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1489	1493	756	1485	1516	656	790	0	0	668	0	0
Stage 1	780	780	-	702	702	-	-	-	-	-	-	-
Stage 2	709	713	-	783	814	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.3	6.9	6.3	6.1	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	115	403	113	131	478	839	-	-	931	-	-
Stage 1	375	391	-	449	461	-	-	-	-	-	-	-
Stage 2	412	421	-	407	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	107	403	104	122	478	839	-	-	931	-	-
Mov Cap-2 Maneuver	87	107	-	104	122	-	-	-	-	-	-	-
Stage 1	359	382	-	429	441	-	-	-	-	-	-	-
Stage 2	381	402	-	391	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.8	30.5	0.3	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	839	-	-	98	171	931	-	-
HCM Lane V/C Ratio	0.027	-	-	0.285	0.176	0.013	-	-
HCM Control Delay (s)	9.4	0	-	55.8	30.5	8.9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.6	0	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	717	6	2	889
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1862	0	1862	1353	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	739	6	2	916
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	739	6	2	916
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	2	717	6	2	889
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	0	17	0	1
Mvmt Flow	8	2	739	6	2	916

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1660	739	0	0	739	0
Stage 1	739	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	5.73	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.73	-	-	-	-	-
Critical Hdwy Stg 2	4.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	146	457	-	-	876	-
Stage 1	534	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	457	-	-	876	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	169	876	-
HCM Lane V/C Ratio	-	-	0.061	0.002	-
HCM Control Delay (s)	-	-	27.7	9.1	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	7	14	211	16	16	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		4%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.991			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1668	0	1809	0	0	1874
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1668	0	1809	0	0	1874
Link Speed (mph)	30		30			30
Link Distance (ft)	337		1727			993
Travel Time (s)	7.7		39.3			22.6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%
Adj. Flow (vph)	8	16	240	18	18	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	258	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	1.03	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	7	14	211	16	16	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	8	16	240	18	18	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	555	249	0	0	258	0
Stage 1	249	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	493	790	-	-	1307	-
Stage 1	792	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	790	-	-	1307	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	653	1307	-
HCM Lane V/C Ratio	-	-	0.037	0.014	-
HCM Control Delay (s)	-	-	10.7	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	104	14	623	109	16	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1900	1599	1711	1881
Flt Permitted	0.950				0.218	
Satd. Flow (perm)	1770	1583	1900	1599	393	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		15		118		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	113	15	677	118	17	793
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	15	677	118	17	793
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	8.4	8.4	26.2	44.7	27.6	27.6

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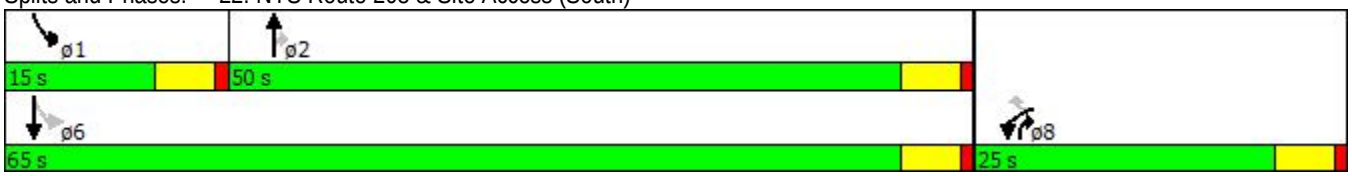
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.18	0.18	0.56	0.96	0.59	0.59
v/c Ratio	0.35	0.05	0.63	0.08	0.04	0.71
Control Delay	22.3	11.7	11.4	0.4	4.2	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	11.7	11.4	0.4	4.2	11.0
LOS	C	B	B	A	A	B
Approach Delay	21.1		9.7			10.9
Approach LOS	C		A			B
Queue Length 50th (ft)	21	0	84	0	1	110
Queue Length 95th (ft)	88	14	315	7	7	262
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	810	733	1736	1564	533	1823
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.39	0.08	0.03	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 46.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	104	14	623	109	16	730
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1863	1881
Adj Flow Rate, veh/h	113	15	677	118	17	793
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	1	2	2	1
Cap, veh/h	172	153	936	942	369	1211
Arrive On Green	0.10	0.10	0.49	0.49	0.02	0.64
Sat Flow, veh/h	1774	1583	1900	1599	1774	1881
Grp Volume(v), veh/h	113	15	677	118	17	793
Grp Sat Flow(s),veh/h/ln	1774	1583	1900	1599	1774	1881
Q Serve(g_s), s	2.4	0.3	10.8	1.3	0.2	10.0
Cycle Q Clear(g_c), s	2.4	0.3	10.8	1.3	0.2	10.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	172	153	936	942	369	1211
V/C Ratio(X)	0.66	0.10	0.72	0.13	0.05	0.65
Avail Cap(c_a), veh/h	920	822	2218	2022	791	2928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	15.9	7.7	3.5	5.9	4.2
Incr Delay (d2), s/veh	1.6	0.1	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	5.6	0.7	0.1	5.1
LnGrp Delay(d),s/veh	18.4	16.0	8.1	3.5	5.9	4.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	128		795			810
Approach Delay, s/veh	18.1		7.4			4.5
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.8	24.0				29.8		8.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.2	12.8				12.0		4.4
Green Ext Time (p_c), s	0.0	6.2				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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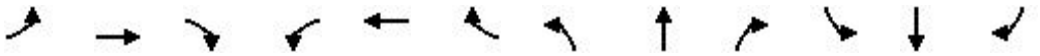

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	196	14	8	222	0	19	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.941				
Flt Protected					0.998			0.973				
Satd. Flow (prot)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Flt Permitted					0.998			0.973				
Satd. Flow (perm)	0	1821	0	0	1815	0	0	1757	0	0	1890	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			149	
Travel Time (s)		37.7			11.0			7.1			3.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	225	16	9	255	0	22	0	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	264	0	0	39	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	1.03	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	196	14	8	222	0	19	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	225	16	9	255	0	22	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	241	0	0	507	507	233	516	515	255
Stage 1	-	-	-	-	-	-	233	233	-	274	274	-
Stage 2	-	-	-	-	-	-	274	274	-	242	241	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.7	6.1	6	7.3	6.7	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1322	-	-	1337	-	-	507	499	822	459	453	783
Stage 1	-	-	-	-	-	-	795	734	-	725	676	-
Stage 2	-	-	-	-	-	-	759	708	-	756	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1322	-	-	1337	-	-	504	495	822	447	449	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	495	-	447	449	-
Stage 1	-	-	-	-	-	-	795	734	-	725	671	-
Stage 2	-	-	-	-	-	-	753	702	-	740	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1322	-	-	1337	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-	0.007	-	-	-
HCM Control Delay (s)	11.3	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

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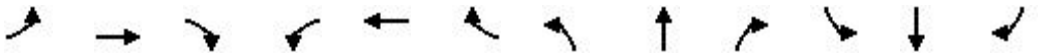

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	30	275	313	290	36	131	188	173	158	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		2%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		0.99		0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1773	0	1668	1818	1583	1661	1600	0	1762	1821	0
Flt Permitted	0.550			0.207			0.616			0.149		
Satd. Flow (perm)	914	1773	0	359	1818	1505	1053	1600	0	276	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				326					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	34	309	352	326	40	147	211	194	178	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	434	0	309	352	326	40	358	0	194	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.16	1.06	1.01	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	23.0	30.0		20.0	30.0	20.0	13.0	23.0		20.0	23.0	
Total Split (s)	25.0	36.0		20.0	31.0	40.0	15.0	25.0		40.0	50.0	
Total Split (%)	20.7%	29.8%		16.5%	25.6%	33.1%	12.4%	20.7%		33.1%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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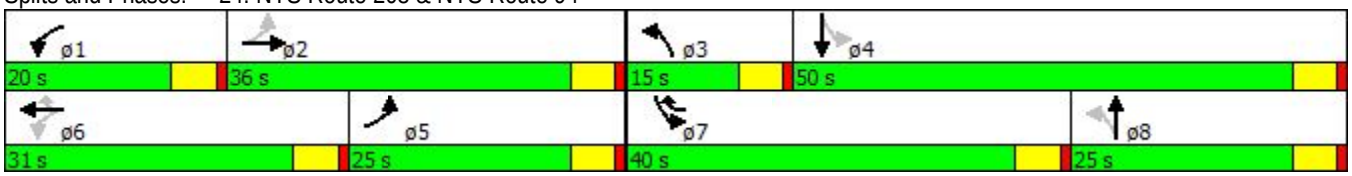
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	29.1	28.8		34.4	34.4	48.4	25.2	20.1		39.2	32.9	
Actuated g/C Ratio	0.30	0.29		0.35	0.35	0.49	0.26	0.20		0.40	0.34	
v/c Ratio	0.11	0.83		0.94	0.55	0.35	0.13	1.09		0.60	0.37	
Control Delay	27.5	47.7		70.9	34.4	2.2	20.9	116.4		29.0	27.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.5	47.7		70.9	34.4	2.2	20.9	116.4		29.0	27.1	
LOS	C	D		E	C	A	C	F		C	C	
Approach Delay		46.0			35.2			106.8			28.0	
Approach LOS		D			D			F			C	
Queue Length 50th (ft)	17	248		~192	206	0	16	~262		83	111	
Queue Length 95th (ft)	44	#427		#383	#352	21	36	#465		137	181	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	414	564		327	639	1189	385	327		643	846	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.77		0.94	0.55	0.27	0.10	1.09		0.30	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 98.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 48.6 Intersection LOS: D
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	30	275	313	290	36	131	188	173	158	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.98	1.00		0.98	0.98		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1806	1864	1881	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	34	309	352	326	40	147	211	194	178	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	477	435	37	377	415	509	344	152	218	283	428	123
Arrive On Green	0.23	0.29	0.29	0.17	0.22	0.22	0.03	0.22	0.22	0.11	0.30	0.30
Sat Flow, veh/h	1720	1522	129	1792	1881	1547	1723	686	984	1828	1418	406
Grp Volume(v), veh/h	39	0	434	309	352	326	40	0	358	194	0	229
Grp Sat Flow(s),veh/h/ln	1720	0	1652	1792	1881	1547	1723	0	1670	1828	0	1824
Q Serve(g_s), s	0.0	0.0	23.0	15.0	16.2	6.7	1.6	0.0	19.2	7.0	0.0	9.1
Cycle Q Clear(g_c), s	0.0	0.0	23.0	15.0	16.2	6.7	1.6	0.0	19.2	7.0	0.0	9.1
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	477	0	472	377	415	509	344	0	369	283	0	551
V/C Ratio(X)	0.08	0.00	0.92	0.82	0.85	0.64	0.12	0.00	0.97	0.69	0.00	0.42
Avail Cap(c_a), veh/h	477	0	566	377	541	613	491	0	369	796	0	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.3	36.1	33.8	9.1	26.3	0.0	34.9	24.1	0.0	25.2
Incr Delay (d2), s/veh	0.0	0.0	16.9	12.6	7.8	0.9	0.1	0.0	38.5	1.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.7	1.6	9.3	3.1	0.8	0.0	12.8	3.5	0.0	4.6
LnGrp Delay(d),s/veh	26.8	0.0	48.2	48.7	41.6	9.9	26.3	0.0	73.4	25.2	0.0	25.4
LnGrp LOS	C		D	D	D	A	C		E	C		C
Approach Vol, veh/h		473			987			398			423	
Approach Delay, s/veh		46.5			33.4			68.6			25.3	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	30.8	7.3	32.3	25.9	24.9	14.6	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	31.0	10.0	45.0	20.0	26.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	17.0	25.0	3.6	11.1	2.0	18.2	9.0	21.2
Green Ext Time (p_c), s	0.0	0.8	0.0	2.2	1.5	1.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	57	7	629	688	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991			0.999		
Satd. Flow (prot)	1890	0	0	1826	1827	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	1890	0	0	1826	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			301	114	
Travel Time (s)	1.8			3.7	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	14	61	8	676	740	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	684	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	57	7	629	688	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	14	61	8	676	740	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1431	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	138	412	875	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	412	875	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	299	-	-
HCM Lane V/C Ratio	0.009	-	0.252	-	-
HCM Control Delay (s)	9.2	0	21	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	69	664	225	408	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.981
Satd. Flow (prot)	1719	0	1872	1591	0	1871
Flt Permitted	0.969					0.488
Satd. Flow (perm)	1719	0	1872	1591	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	36			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	72	692	234	425	678
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	692	234	0	1103
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67

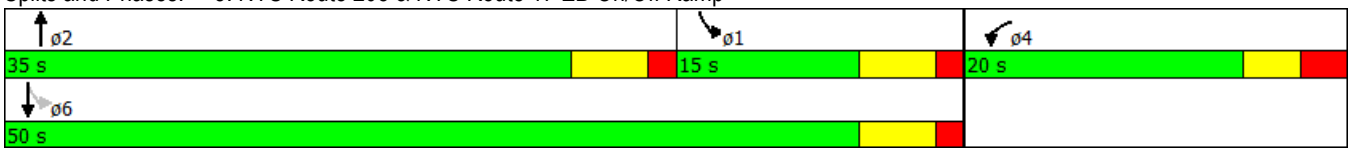
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.67		0.55	0.15		1.76
Control Delay	32.4		8.2	0.2		366.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.4		8.2	0.2		366.0
LOS	C		A	A		F
Approach Delay	32.4		6.2			366.0
Approach LOS	C		A			F
Queue Length 50th (ft)	63		121	0		~686
Queue Length 95th (ft)	125		236	0		#963
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1262	1591		627
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.55	0.15		1.76

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.1			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.76			
Intersection Signal Delay: 186.5		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	69	664	225	408	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Total Lost time (s)	5.5		5.5	4.0		5.5
Lane Util. Factor	1.00		1.00	1.00		1.00
Frt	0.95		1.00	0.85		1.00
Flt Protected	0.97		1.00	1.00		0.98
Satd. Flow (prot)	1718		1872	1591		1871
Flt Permitted	0.97		1.00	1.00		0.49
Satd. Flow (perm)	1718		1872	1591		931
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	72	692	234	425	678
RTOR Reduction (vph)	30	0	0	0	0	0
Lane Group Flow (vph)	172	0	692	234	0	1103
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Actuated Green, G (s)	10.5		44.6	66.1		44.6
Effective Green, g (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
Clearance Time (s)	5.5		5.5			5.5
Vehicle Extension (s)	2.0		2.0			0.2
Lane Grp Cap (vph)	272		1263	1591		628
v/s Ratio Prot	c0.10		0.37			
v/s Ratio Perm				0.15		c1.18
v/c Ratio	0.63		0.55	0.15		1.76
Uniform Delay, d1	26.0		5.5	0.0		10.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	3.5		1.7	0.2		346.9
Delay (s)	29.5		7.3	0.2		357.6
Level of Service	C		A	A		F
Approach Delay (s)	29.5		5.5			357.6
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay	181.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	66.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	116.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	69	664	225	408	651
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1907
Adj Flow Rate, veh/h	130	0	692	0	425	678
Adj No. of Lanes	0	0	1	1	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	170	0	899	764	99	33
Arrive On Green	0.10	0.00	0.48	0.00	0.75	0.72
Sat Flow, veh/h	1761	0	1872	1591	24	46
Grp Volume(v), veh/h	131	0	692	0	1103	0
Grp Sat Flow(s),veh/h/ln	1775	0	1872	1591	70	0
Q Serve(g_s), s	4.4	0.0	18.7	0.0	55.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	18.7	0.0	55.0	0.0
Prop In Lane	0.99	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	171	0	899	764	0	0
V/C Ratio(X)	0.77	0.00	0.77	0.00	0.00	0.00
Avail Cap(c_a), veh/h	419	0	899	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	13.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	6.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	11.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	0.0	19.5	0.0	0.0	0.0
LnGrp LOS	C		B			
Approach Vol, veh/h	131		692			1103
Approach Delay, s/veh	29.8		19.5			0.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.0		11.4		50.0		
Change Period (Y+Rc), s		* 5.5		5.5		5.5		
Max Green Setting (Gmax), s		* 30		14.5		44.5		
Max Q Clear Time (g_c+I1), s		0.0		6.4		57.0		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Two Way Analysis cannot be performed on Signalized Intersection.

CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	302	122	0	596	296	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1701	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	42					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	351	142	0	693	344	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	693	345	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	58.1			58.1	21.9	
Actuated g/C Ratio	0.65			0.65	0.24	
v/c Ratio	0.44			0.60	0.81	
Control Delay	9.6			13.3	46.9	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Delay	11.5			0.0	0.0	
Total Delay	21.2			13.3	46.9	
LOS	C			B	D	
Approach Delay	21.2			13.3	46.9	
Approach LOS	C			B	D	
Queue Length 50th (ft)	113			206	185	
Queue Length 95th (ft)	206			356	242	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1126			1160	500	
Starvation Cap Reductn	604			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.94			0.60	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	302	122	0	596	296	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	351	142	0	693	344	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	829	335	0	1227	383	1
Arrive On Green	0.67	0.67	0.00	0.67	0.22	0.22
Sat Flow, veh/h	1241	502	0	1836	1739	5
Grp Volume(v), veh/h	0	493	0	693	346	0
Grp Sat Flow(s),veh/h/ln	0	1742	0	1836	1749	0
Q Serve(g_s), s	0.0	11.8	0.0	18.1	17.3	0.0
Cycle Q Clear(g_c), s	0.0	11.8	0.0	18.1	17.3	0.0
Prop In Lane		0.29	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1165	0	1227	385	0
V/C Ratio(X)	0.00	0.42	0.00	0.56	0.90	0.00
Avail Cap(c_a), veh/h	0	1165	0	1227	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.9	0.0	7.9	34.1	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.9	14.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	0.0	9.7	9.9	0.0
LnGrp Delay(d),s/veh	0.0	7.9	0.0	9.8	48.7	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	493			693	346	
Approach Delay, s/veh	7.9			9.8	48.7	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		65.2				65.2		24.8
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		13.8				20.1		19.3
Green Ext Time (p_c), s		4.2				4.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	119	405	113	89	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.408	
Satd. Flow (perm)	1858	1552	1845	1493	713	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		128		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	128	435	122	96	1231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	128	435	122	96	1231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	70.0
Total Split (%)	22.2%	16.7%	61.1%	22.2%	16.7%	77.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
Act Effct Green (s)	14.1	26.2	52.9	72.0	65.0	65.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.16	0.29	0.59	0.81	0.73	0.73
v/c Ratio	0.78	0.23	0.40	0.10	0.16	0.98
Control Delay	56.0	5.6	11.3	0.6	4.3	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	5.6	11.3	0.6	4.3	35.9
LOS	E	A	B	A	A	D
Approach Delay	38.0		9.0			33.6
Approach LOS	D		A			C
Queue Length 50th (ft)	126	0	123	0	14	577
Queue Length 95th (ft)	#232	38	194	8	26	#977
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	312	592	1095	1244	626	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.22	0.40	0.10	0.15	0.98

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	119	405	113	89	1145
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	128	435	122	96	1231
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	276	314	1182	1261	607	1356
Arrive On Green	0.15	0.15	0.64	0.64	0.04	0.74
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	128	435	122	96	1231
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	10.6	6.0	9.8	1.5	1.5	46.9
Cycle Q Clear(g_c), s	10.6	6.0	9.8	1.5	1.5	46.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	276	314	1182	1261	607	1356
V/C Ratio(X)	0.83	0.41	0.37	0.10	0.16	0.91
Avail Cap(c_a), veh/h	317	352	1182	1261	736	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	31.4	7.4	2.1	5.0	9.1
Incr Delay (d2), s/veh	15.5	0.8	0.9	0.2	0.1	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	2.8	5.2	1.2	0.7	27.2
LnGrp Delay(d),s/veh	51.9	32.2	8.3	2.3	5.1	19.6
LnGrp LOS	D	C	A	A	A	B
Approach Vol, veh/h	358		557			1327
Approach Delay, s/veh	44.9		7.0			18.5
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	61.4				70.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	50.0				65.0		15.0
Max Q Clear Time (g_c+I1), s	3.5	11.8				48.9		12.6
Green Ext Time (p_c), s	0.1	16.6				10.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	101	608	355	583	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1699	0	1818	1575	1753	1881
Flt Permitted	0.977				0.162	
Satd. Flow (perm)	1699	0	1818	1575	299	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	31			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	109	654	382	627	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	654	382	627	569
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	26.0		69.0		55.0	124.0
Total Split (%)	17.3%		46.0%		36.7%	82.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.0		65.0	150.0	120.0	120.0
Actuated g/C Ratio	0.12		0.43	1.00	0.80	0.80

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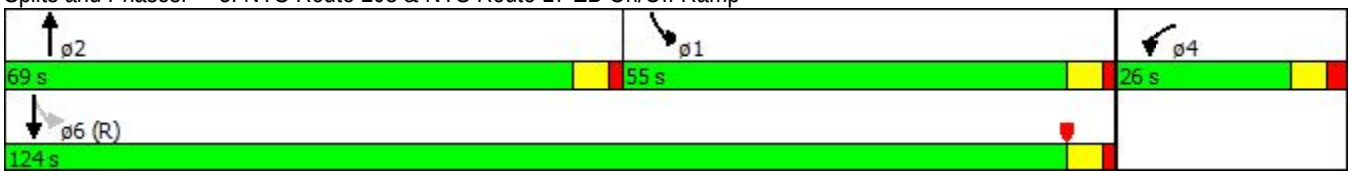
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.89		0.83	0.24	0.87	0.38
Control Delay	91.2		48.7	0.4	49.9	6.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	91.2		48.7	0.4	49.9	6.4
LOS	F		D	A	D	A
Approach Delay	91.2		30.9			29.2
Approach LOS	F		C			C
Queue Length 50th (ft)	171		572	0	524	232
Queue Length 95th (ft)	#310		#761	0	m468	m192
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	247		787	1575	719	1504
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.83		0.83	0.24	0.87	0.38

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	101	608	355	583	529
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	654	0	627	569
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	770	667	694	1486
Arrive On Green	0.07	0.00	0.42	0.00	0.22	0.53
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	654	0	627	569
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	48.6	0.0	42.0	26.8
Cycle Q Clear(g_c), s	8.1	0.0	48.6	0.0	42.0	26.8
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	770	667	694	1486
V/C Ratio(X)	0.82	0.00	0.85	0.00	0.90	0.38
Avail Cap(c_a), veh/h	232	0	770	667	694	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	39.0	0.0	51.0	13.7
Incr Delay (d2), s/veh	5.0	0.0	11.3	0.0	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	26.8	0.0	25.5	14.0
LnGrp Delay(d),s/veh	74.0	0.0	50.3	0.0	52.7	13.8
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		654			1196
Approach Delay, s/veh	74.0		50.3			34.2
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	55.0	69.0		16.6		124.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	49.5	63.5		19.5		118.5		
Max Q Clear Time (g_c+I1), s	44.0	50.6		10.1		28.8		
Green Ext Time (p_c), s	1.2	1.6		0.1		1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	149	60	273	358	165	939	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.043			0.519		
Satd. Flow (perm)	0	1709	0	0	1808	1599	81	1731	1607	938	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			409		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	173	70	317	416	192	1092	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	173	70	317	416	192	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		32.0	32.0		12.0	93.0		12.0	93.0	
Total Split (%)	8.7%	8.7%		21.3%	21.3%		8.0%	62.0%		8.0%	62.0%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Act Effct Green (s)		6.2			20.0	150.0	100.4	93.4	150.0	103.6	95.0	

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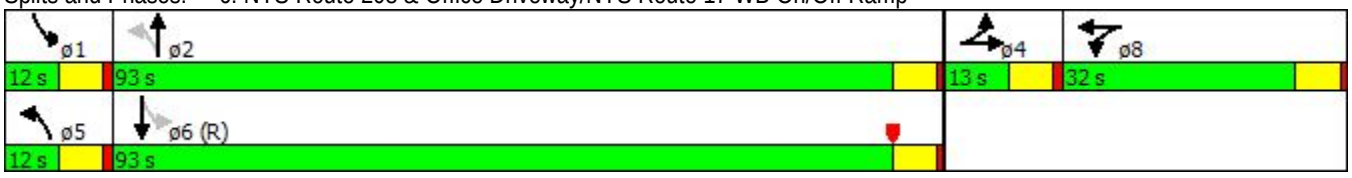
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.04			0.13	1.00	0.67	0.62	1.00	0.69	0.63	
v/c Ratio		0.54			0.80	0.11	0.53	0.29	0.26	0.28	1.08	
Control Delay		64.2			85.6	0.1	38.6	21.4	0.2	10.4	71.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		64.2			85.6	0.1	38.6	21.4	0.2	10.4	71.2	
LOS		E			F	A	D	C	A	B	E	
Approach Delay		64.2			45.0			11.9			62.4	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)		26			184	0	46	145	0	70	~1270	
Queue Length 95th (ft)		68			249	0	m61	m199	0	m83	m#1335	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		101			313	1599	133	1077	1607	692	1044	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.50			0.61	0.11	0.53	0.29	0.26	0.28	1.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 44.0		Intersection LOS: D	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	149	60	273	358	165	939	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	317	0	192	1092	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	102	1076	932	623	1010	34
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.58	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1705	58
Grp Volume(v), veh/h	50	0	0	191	0	0	70	317	0	192	0	1129
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.0	0.0	6.0	0.0	87.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.0	0.0	6.0	0.0	87.7
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	102	1076	932	623	0	1044
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.69	0.29	0.00	0.31	0.00	1.08
Avail Cap(c_a), veh/h	79	0	0	313	0	277	124	1076	932	623	0	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	37.2	16.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	14.1	0.0	0.0	5.4	0.3	0.0	0.3	0.0	52.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	8.6	0.0	0.0	1.8	6.7	0.0	3.4	0.0	15.2
LnGrp Delay(d),s/veh	98.8	0.0	0.0	78.3	0.0	0.0	42.6	16.3	0.0	14.1	0.0	52.5
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			387			1321	
Approach Delay, s/veh		98.8			78.3			21.0			47.0	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	93.0		11.6	10.2	94.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	87.0		7.0	6.0	87.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.0		6.4	4.4	89.7		17.6
Green Ext Time (p_c), s	0.0	13.2		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	46.2
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	427	1139	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.136				0.950	
Satd. Flow (perm)	235	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			116
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	459	1225	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	459	1234	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
Act Effct Green (s)	64.9	64.9	64.9		6.2	6.2

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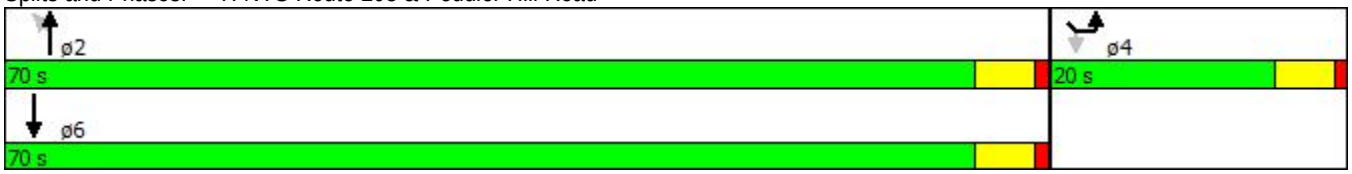
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Actuated g/C Ratio	0.84	0.84	0.84		0.08	0.08
v/c Ratio	0.20	0.32	0.87		0.07	0.54
Control Delay	5.1	3.0	15.7		35.2	17.5
Queue Delay	0.0	0.0	1.0		0.0	0.0
Total Delay	5.1	3.0	16.7		35.2	17.5
LOS	A	A	B		D	B
Approach Delay		3.1	16.7		18.8	
Approach LOS		A	B		B	
Queue Length 50th (ft)	3	39	286		4	2
Queue Length 95th (ft)	16	97	#910		18	50
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	196	1420	1418		321	380
Starvation Cap Reductn	0	0	53		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	0.32	0.90		0.03	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	427	1139	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	459	1225	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	210	1369	1358	10	172	154
Arrive On Green	0.75	0.75	0.75	0.75	0.10	0.10
Sat Flow, veh/h	447	1818	1802	13	1756	1568
Grp Volume(v), veh/h	39	459	0	1234	9	120
Grp Sat Flow(s),veh/h/ln	447	1818	0	1816	1756	1568
Q Serve(g_s), s	5.0	5.6	0.0	35.2	0.3	5.0
Cycle Q Clear(g_c), s	40.2	5.6	0.0	35.2	0.3	5.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	210	1369	0	1368	172	154
V/C Ratio(X)	0.19	0.34	0.00	0.90	0.05	0.78
Avail Cap(c_a), veh/h	305	1755	0	1753	391	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	2.7	0.0	6.4	27.5	29.6
Incr Delay (d2), s/veh	0.2	0.1	0.0	5.0	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.8	0.0	19.0	0.2	2.3
LnGrp Delay(d),s/veh	22.0	2.8	0.0	11.4	27.6	32.9
LnGrp LOS	C	A		B	C	C
Approach Vol, veh/h		498	1234		129	
Approach Delay, s/veh		4.3	11.4		32.5	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.7		11.6		55.7		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		42.2		7.0		37.2		
Green Ext Time (p_c), s		8.5		0.2		9.1		

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	422	1111	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.961		
Satd. Flow (perm)	1877	0	0	1741	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	454	1195	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	468	1200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.8			56.6	56.6	
Actuated g/C Ratio	0.09			0.77	0.77	
v/c Ratio	0.26			0.35	0.88	
Control Delay	21.0			3.4	15.6	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	0.3	
Total Delay	21.0			3.4	15.9	
LOS	C			A	B	
Approach Delay	21.0			3.4	15.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	6			45	261	
Queue Length 95th (ft)	43			86	598	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	459			1603	1632	
Starvation Cap Reductn	0			0	88	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.12			0.29	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	422	1111	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	454	1195	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	28	78	73	1401	1419	6
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	440	1227	17	1804	1827	8
Grp Volume(v), veh/h	54	0	468	0	0	1200
Grp Sat Flow(s),veh/h/ln	1699	0	1821	0	0	1835
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	26.5
Cycle Q Clear(g_c), s	1.9	0.0	4.7	0.0	0.0	26.5
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	108	0	1473	0	0	1425
V/C Ratio(X)	0.50	0.00	0.32	0.00	0.00	0.84
Avail Cap(c_a), veh/h	434	0	2168	0	0	2167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	2.1	0.0	0.0	4.5
Incr Delay (d2), s/veh	3.5	0.0	0.1	0.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.4	0.0	0.0	13.4
LnGrp Delay(d),s/veh	31.9	0.0	2.2	0.0	0.0	6.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	54			468	1200	
Approach Delay, s/veh	31.9			2.2	6.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				53.7		9.0		53.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.7		3.9		28.5
Green Ext Time (p_c), s				22.9		0.1		20.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	447	1138	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.978	
Flt Protected	0.961			0.999		
Satd. Flow (prot)	1667	0	0	1756	1767	0
Flt Permitted	0.961			0.809		
Satd. Flow (perm)	1667	0	0	1422	1767	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				28	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	486	1237	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	491	1476	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
Act Effct Green (s)	15.0			125.0	125.0	
Actuated g/C Ratio	0.10			0.83	0.83	
v/c Ratio	0.67			0.41	1.00	
Control Delay	80.4			2.6	36.2	

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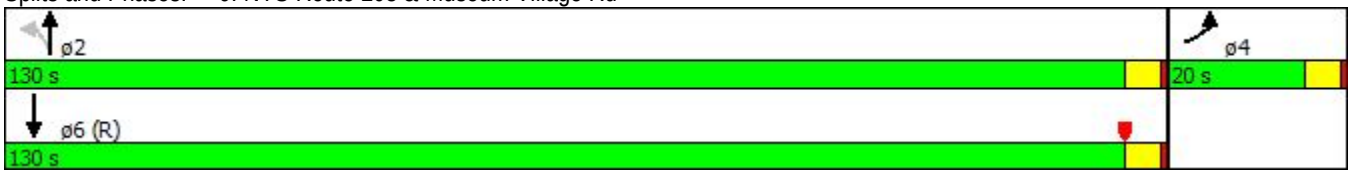
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			2.6	36.2	
LOS	F			A	D	
Approach Delay	80.4			2.6	36.2	
Approach LOS	F			A	D	
Queue Length 50th (ft)	105			29	1156	
Queue Length 95th (ft)	#189			36	#1760	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1185	1477	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.41	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 87.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	447	1138	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1869	1938
Adj Flow Rate, veh/h	93	23	5	486	1237	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	26	1270	1269	245
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	2	1524	1523	294
Grp Volume(v), veh/h	117	0	491	0	0	1476
Grp Sat Flow(s),veh/h/ln	1716	0	1526	0	0	1817
Q Serve(g_s), s	9.9	0.0	7.6	0.0	0.0	108.1
Cycle Q Clear(g_c), s	9.9	0.0	115.7	0.0	0.0	108.1
Prop In Lane	0.79	0.20	0.01			0.16
Lane Grp Cap(c), veh/h	172	0	1296	0	0	1514
V/C Ratio(X)	0.68	0.00	0.38	0.00	0.00	0.97
Avail Cap(c_a), veh/h	172	0	1296	0	0	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	4.6	0.0	0.0	11.1
Incr Delay (d2), s/veh	19.7	0.0	0.1	0.0	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	4.5	0.0	0.0	60.0
LnGrp Delay(d),s/veh	84.9	0.0	4.7	0.0	0.0	28.9
LnGrp LOS	F		A			C
Approach Vol, veh/h	117			491	1476	
Approach Delay, s/veh	84.9			4.7	28.9	
Approach LOS	F			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		117.7		11.9		110.1		
Green Ext Time (p_c), s		5.1		0.1		8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	527	1356	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.979		
Satd. Flow (perm)	1603	0	0	1771	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	79					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	567	1458	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	569	1459	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.5			74.0	74.0	
Actuated g/C Ratio	0.06			0.83	0.83	
v/c Ratio	0.01			0.39	0.96	
Control Delay	0.0			2.8	23.3	
Queue Delay	0.0			0.0	2.3	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	0.0			2.8	25.6	
LOS	A			A	C	
Approach Delay	0.0			2.8	25.6	
Approach LOS	A			A	C	
Queue Length 50th (ft)	0			56	463	
Queue Length 95th (ft)	0			84	#1080	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	351			1464	1525	
Starvation Cap Reductn	0			0	30	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.39	0.98	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 89.5			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	527	1356	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	567	1458	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	40	44	1504	1537	1
Arrive On Green	0.00	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	0	852	1	1804	1844	1
Grp Volume(v), veh/h	0	2	569	0	0	1459
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	52.9
Cycle Q Clear(g_c), s	0.0	0.1	6.4	0.0	0.0	52.9
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	81	1548	0	0	1538
V/C Ratio(X)	0.00	0.02	0.37	0.00	0.00	0.95
Avail Cap(c_a), veh/h	0	324	1629	0	0	1622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.2	1.7	0.0	0.0	5.6
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.1	0.0	0.0	30.7
LnGrp Delay(d),s/veh	0.0	38.3	1.8	0.0	0.0	17.5
LnGrp LOS		D	A			B
Approach Vol, veh/h	2			569	1459	
Approach Delay, s/veh	38.3			1.8	17.5	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		75.2		9.0		75.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		8.4		2.1		54.9		
Green Ext Time (p_c), s		35.8		0.0		15.2		

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	392	21	18	984	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.997			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1748	0	0	1761	0
Flt Permitted		0.986			0.960			0.929			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1629	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				85		4			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	413	22	19	1036	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	458	0	0	1106	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0		20.0	20.0	20.0	45.0	45.0		45.0	45.0	
Total Split (%)	27.8%	27.8%		22.2%	22.2%	22.2%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.2			8.9	8.9		44.9			44.9	
Actuated g/C Ratio		0.09			0.13	0.13		0.65			0.65	
v/c Ratio		0.39			0.41	0.09		0.43			0.98	
Control Delay		20.2			33.5	0.7		10.8			41.4	

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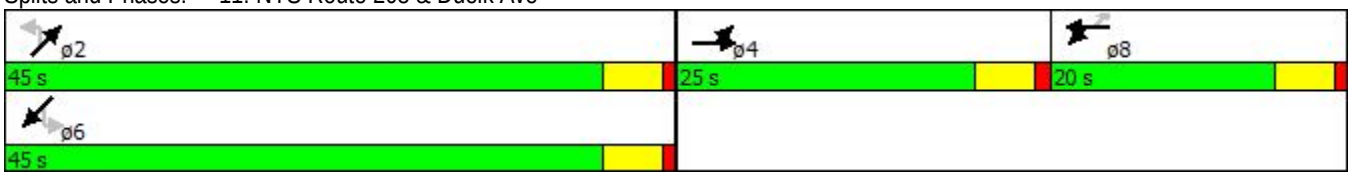
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.0			16.4	
Total Delay		20.2			33.5	0.7		10.8			57.8	
LOS		C			C	A		B			E	
Approach Delay		20.2			27.0			10.8			57.8	
Approach LOS		C			C			B			E	
Queue Length 50th (ft)		11			40	0		102			~550	
Queue Length 95th (ft)		51			87	0		214			#889	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		575			420	392		1059			1134	
Starvation Cap Reductn		0			0	0		0			69	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.14			0.24	0.06		0.43			1.04	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 41.7 Intersection LOS: D
Intersection Capacity Utilization 80.8% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	392	21	18	984	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1824	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	413	22	19	1036	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	30	6	71	122	23	112	81	993	51	65	1068	52
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	475	103	1135	1530	288	1411	35	1591	82	12	1712	83
Grp Volume(v), veh/h	83	0	0	101	0	25	458	0	0	1106	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1708	0	0	1808	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.5	0.0	1.1	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.5	0.0	1.1	8.2	0.0	0.0	37.9	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	107	0	0	145	0	112	1125	0	0	1185	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.70	0.00	0.22	0.41	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	534	0	0	426	0	330	1125	0	0	1185	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.7	0.0	27.6	6.1	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	5.9	0.0	1.0	1.1	0.0	0.0	14.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.4	4.3	0.0	0.0	23.2	0.0	0.0
LnGrp Delay(d),s/veh	34.2	0.0	0.0	34.7	0.0	28.6	7.2	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	C			C		C	A			C		
Approach Vol, veh/h		83			126			458			1106	
Approach Delay, s/veh		34.2			33.5			7.2			25.9	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		9.0		45.0		10.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		20.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		5.5
Green Ext Time (p_c), s		0.0		0.1		0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	430	1026	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1757	1745	0
Flt Permitted	0.985			0.981		
Satd. Flow (perm)	1623	0	0	1726	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	457	1091	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	466	1097	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.8			45.7	45.7	
Actuated g/C Ratio	0.11			0.72	0.72	
v/c Ratio	0.19			0.37	0.87	
Control Delay	21.1			3.9	14.9	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.1	0.0	
Total Delay	21.1			4.0	14.9	
LOS	C			A	B	
Approach Delay	21.1			4.0	14.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	4			45	205	
Queue Length 95th (ft)	36			85	440	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	463			1656	1675	
Starvation Cap Reductn	0			334	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			0.35	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 63.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	430	1026	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1820	1807	1881
Adj Flow Rate, veh/h	11	26	9	457	1091	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	34	80	73	1334	1340	7
Arrive On Green	0.07	0.07	0.75	0.75	0.75	0.75
Sat Flow, veh/h	467	1104	9	1787	1796	10
Grp Volume(v), veh/h	38	0	466	0	0	1097
Grp Sat Flow(s),veh/h/ln	1614	0	1796	0	0	1806
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	21.7
Cycle Q Clear(g_c), s	1.2	0.0	4.8	0.0	0.0	21.7
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	117	0	1407	0	0	1347
V/C Ratio(X)	0.32	0.00	0.33	0.00	0.00	0.81
Avail Cap(c_a), veh/h	468	0	2438	0	0	2423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	2.4	0.0	0.0	4.5
Incr Delay (d2), s/veh	1.6	0.0	0.1	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.4	0.0	0.0	10.8
LnGrp Delay(d),s/veh	25.9	0.0	2.5	0.0	0.0	5.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			466	1097	
Approach Delay, s/veh	25.9			2.5	5.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				46.2		9.0		46.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.8		3.2		23.7
Green Ext Time (p_c), s				18.6		0.0		17.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	437	2	2	1022
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	465	2	2	1087
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	467	0	0	1089
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.5		44.0			44.0
Actuated g/C Ratio	0.11		0.72			0.72
v/c Ratio	0.07		0.37			0.86
Control Delay	31.9		3.7			14.2

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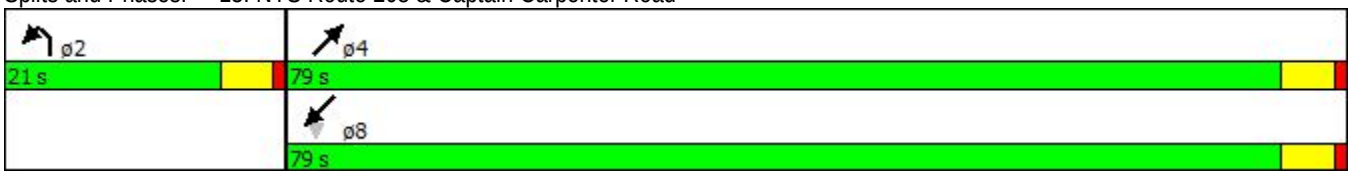
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.1
Total Delay	31.9		3.7			14.2
LOS	C		A			B
Approach Delay	31.9		3.7			14.2
Approach LOS	C		A			B
Queue Length 50th (ft)	4		44			198
Queue Length 95th (ft)	24		76			386
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	474		1696			1690
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.28			0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 61.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	437	2	2	1022
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	465	2	2	1087
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	104	19	1347	6	67	1346
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1409	256	1818	8	0	1817
Grp Volume(v), veh/h	14	0	0	467	1089	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.4	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	4.8	20.9	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	133	0	0	1353	1413	0
V/C Ratio(X)	0.11	0.00	0.00	0.35	0.77	0.00
Avail Cap(c_a), veh/h	531	0	0	2499	2553	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	2.4	4.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.4	10.3	0.0
LnGrp Delay(d),s/veh	23.7	0.0	0.0	2.6	5.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		467			1089
Approach Delay, s/veh	23.7		2.6			5.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		45.1				45.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		6.8				22.9
Green Ext Time (p_c), s		0.0		18.1				17.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	439	1023	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	161					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	462	1077	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	462	1079	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.8			39.2	39.2	
Actuated g/C Ratio	0.10			0.70	0.70	
v/c Ratio	0.00			0.38	0.86	
Control Delay	0.0			3.8	13.6	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			3.8	13.6	
LOS	A			A	B	
Approach Delay	0.0			3.8	13.6	
Approach LOS	A			A	B	
Queue Length 50th (ft)	0			42	181	
Queue Length 95th (ft)	0			65	315	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	608			1722	1757	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.27	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 55.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	439	1023	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	462	1077	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	66	0	1327	1351	3
Arrive On Green	0.00	0.08	0.00	0.73	0.73	0.73
Sat Flow, veh/h	0	864	0	1809	1841	3
Grp Volume(v), veh/h	0	2	0	462	0	1079
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	4.8	0.0	19.7
Cycle Q Clear(g_c), s	0.0	0.1	0.0	4.8	0.0	19.7
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	131	0	1327	0	1354
V/C Ratio(X)	0.00	0.02	0.00	0.35	0.00	0.80
Avail Cap(c_a), veh/h	0	526	0	2545	0	2596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.5	0.0	2.5	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.4	0.0	10.0
LnGrp Delay(d),s/veh	0.0	22.5	0.0	2.7	0.0	5.6
LnGrp LOS		C		A		A
Approach Vol, veh/h	2			462	1079	
Approach Delay, s/veh	22.5			2.7	5.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				43.6		9.0		43.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				6.8		2.1		21.7
Green Ext Time (p_c), s				17.7		0.0		16.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	449	5	7	1069
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1762
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1759	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	510	6	8	1215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	516	0	0	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.8		61.1			61.1
Actuated g/C Ratio	0.09		0.78			0.78
v/c Ratio	0.25		0.38			0.89
Control Delay	25.5		3.4			16.6

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			3.1
Total Delay	25.5		3.4			19.7
LOS	C		A			B
Approach Delay	25.5		3.4			19.7
Approach LOS	C		A			B
Queue Length 50th (ft)	8		52			290
Queue Length 95th (ft)	38		96			612
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	362		1577			1575
Starvation Cap Reductn	0		0			248
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.11		0.33			0.92

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 78.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	449	5	7	1069
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1822
Adj Flow Rate, veh/h	15	25	510	6	8	1215
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	37	61	1414	17	58	1428
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	602	1003	1799	21	3	1816
Grp Volume(v), veh/h	41	0	0	516	1223	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1820	1819	0
Q Serve(g_s), s	1.6	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	5.5	28.6	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	100	0	0	1431	1486	0
V/C Ratio(X)	0.41	0.00	0.00	0.36	0.82	0.00
Avail Cap(c_a), veh/h	402	0	0	2056	2106	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	2.1	4.5	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.2	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.8	14.4	0.0
LnGrp Delay(d),s/veh	32.3	0.0	0.0	2.2	6.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		516			1223
Approach Delay, s/veh	32.3		2.2			6.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		56.5				56.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.6		7.5				30.6
Green Ext Time (p_c), s		0.0		24.5				21.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	446	10	3	993	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.757			0.803			0.999			0.999	
Satd. Flow (perm)	0	1395	0	0	1390	0	0	1817	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	480	11	3	1068	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	492	0	0	1074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		7.2			7.2			40.0			40.0	
Actuated g/C Ratio		0.12			0.12			0.69			0.69	
v/c Ratio		0.06			0.23			0.39			0.86	
Control Delay		9.3			23.1			4.4			14.3	
Queue Delay		0.0			0.0			0.2			0.0	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Delay		9.3			23.1			4.6			14.3	
LOS		A			C			A			B	
Approach Delay		9.3			23.1			4.6			14.3	
Approach LOS		A			C			A			B	
Queue Length 50th (ft)		0			6			48			189	
Queue Length 95th (ft)		10			43			98			410	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		436			434			1748			1756	
Starvation Cap Reductn		0			0			498			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.10			0.39			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 58.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	446	10	3	993	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	480	11	3	1068	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	208	12	22	170	9	41	68	1308	30	68	1341	4
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1130	161	287	797	126	547	0	1775	41	1	1819	5
Grp Volume(v), veh/h	11	0	0	43	0	0	492	0	0	1074	0	0
Grp Sat Flow(s),veh/h/ln	1578	0	0	1469	0	0	1816	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.4	0.0	0.0	5.2	0.0	0.0	20.0	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	242	0	0	221	0	0	1406	0	0	1413	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.19	0.00	0.00	0.35	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	567	0	0	545	0	0	2589	0	0	2604	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	23.4	0.0	0.0	2.5	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	2.5	0.0	0.0	9.9	0.0	0.0
LnGrp Delay(d),s/veh	23.0	0.0	0.0	23.8	0.0	0.0	2.7	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			492			1074	
Approach Delay, s/veh		23.0			23.8			2.7			5.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		44.2		9.0		44.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.4		7.2		2.3		22.0
Green Ext Time (p_c), s		0.1		18.1		0.1		17.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

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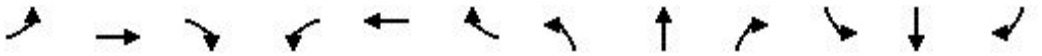

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	412	17	5	799	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.863			0.848			0.898			0.998	
Satd. Flow (perm)	0	1602	0	0	1684	0	0	1591	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	438	18	5	850	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	496	0	0	949	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		6.5			6.5			32.0			32.0	
Actuated g/C Ratio		0.13			0.13			0.65			0.65	
v/c Ratio		0.13			0.03			0.48			0.84	
Control Delay		19.1			22.5			5.6			13.8	

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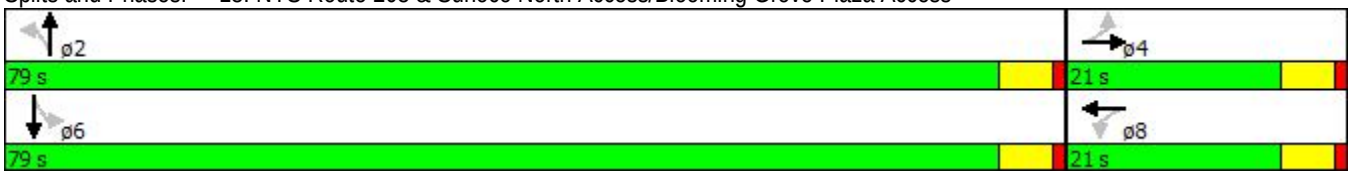
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		19.1			22.5			5.6			14.3	
LOS		B			C			A			B	
Approach Delay		19.1			22.5			5.6			14.3	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		3			1			49			141	
Queue Length 95th (ft)		29			12			101			307	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		565			585			1591			1736	
Starvation Cap Reductn		0			0			104			352	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.33			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 49.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	412	17	5	799	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	438	18	5	850	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	154	27	75	163	56	50	128	1090	43	81	1115	123
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	481	312	849	500	631	565	62	1575	62	2	1611	177
Grp Volume(v), veh/h	29	0	0	6	0	0	496	0	0	949	0	0
Grp Sat Flow(s),veh/h/ln	1642	0	0	1696	0	0	1698	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.2	0.0	0.0	15.8	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.04	0.01		0.10
Lane Grp Cap(c), veh/h	256	0	0	268	0	0	1261	0	0	1318	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.02	0.00	0.00	0.39	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	676	0	0	691	0	0	2722	0	0	2987	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.0	0.0	0.0	3.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	2.6	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	19.4	0.0	0.0	19.0	0.0	0.0	3.2	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		29			6			496			949	
Approach Delay, s/veh		19.4			19.0			3.2			5.3	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.5		9.0		36.5		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.2		2.7		17.8		2.1
Green Ext Time (p_c), s		14.0		0.1		13.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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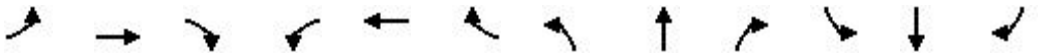

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	266	458	107	67	90	136	104	95	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.910			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1699	0	1604	1749	1538	1645	1529	0	1678	1607	0
Flt Permitted	0.481			0.231			0.522			0.358		
Satd. Flow (perm)	773	1699	0	386	1749	1462	887	1529	0	624	1607	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	289	498	116	73	98	148	113	103	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	289	498	116	73	246	0	113	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.3	23.3		32.7	32.7	42.1	25.3	19.2		32.3	24.6	
Actuated g/C Ratio	0.27	0.27		0.37	0.37	0.48	0.29	0.22		0.37	0.28	
v/c Ratio	0.22	0.81		0.81	0.76	0.15	0.24	0.74		0.33	0.55	
Control Delay	28.7	44.1		43.7	35.3	3.4	21.3	48.2		22.0	27.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.7	44.1		43.7	35.3	3.4	21.3	48.2		22.0	27.3	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		41.9			33.9			42.1			25.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	26	190		132	261	6	25	125		40	97	
Queue Length 95th (ft)	60	311		#291	428	23	64	#277		91	214	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	474	898		358	818	904	386	395		461	606	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.41		0.81	0.61	0.13	0.19	0.62		0.25	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 87.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	266	458	107	67	90	136	104	95	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	289	498	116	73	98	148	113	103	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	363	61	399	572	601	269	131	198	304	147	240
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1654	1355	228	1723	1810	1514	1706	635	959	1741	617	1007
Grp Volume(v), veh/h	61	0	368	289	498	116	73	0	246	113	0	271
Grp Sat Flow(s),veh/h/ln	1654	0	1583	1723	1810	1514	1706	0	1594	1741	0	1625
Q Serve(g_s), s	0.0	0.0	16.3	10.8	19.1	1.7	2.5	0.0	10.7	3.7	0.0	11.2
Cycle Q Clear(g_c), s	0.0	0.0	16.3	10.8	19.1	1.7	2.5	0.0	10.7	3.7	0.0	11.2
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.60	1.00		0.62
Lane Grp Cap(c), veh/h	328	0	424	399	572	601	269	0	329	304	0	388
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.27	0.00	0.75	0.37	0.00	0.70
Avail Cap(c_a), veh/h	568	0	967	449	983	945	420	0	476	590	0	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	25.7	23.6	23.8	4.5	22.0	0.0	27.4	20.9	0.0	25.6
Incr Delay (d2), s/veh	0.1	0.0	2.1	4.0	1.9	0.1	0.2	0.0	1.8	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.5	9.8	0.9	1.2	0.0	4.8	1.8	0.0	5.1
LnGrp Delay(d),s/veh	27.8	0.0	27.8	27.6	25.7	4.6	22.2	0.0	29.2	21.2	0.0	26.5
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			903			319			384	
Approach Delay, s/veh		27.8			23.6			27.6			24.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	24.7	8.5	22.6	14.3	28.3	10.9	20.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	12.8	18.3	4.5	13.2	2.0	21.1	5.7	12.7
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	149	60	273	358	165	939	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.042			0.521		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	79	1731	1607	941	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			173			409		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	173	70	317	416	192	1092	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	173	70	317	416	192	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		5.6	5.6	19.6	17.6	150.0	102.8	95.5	150.0	106.9	97.6	

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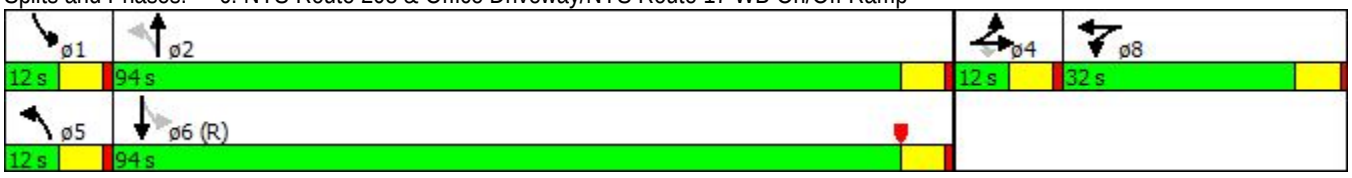
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.04	0.04	0.13	0.12	1.00	0.69	0.64	1.00	0.71	0.65	
v/c Ratio		0.39	0.15	0.67	0.15	0.11	0.51	0.29	0.26	0.27	1.05	
Control Delay		86.9	1.9	75.9	58.7	0.1	35.1	20.6	0.2	8.9	59.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	35.1	20.6	0.2	8.9	59.7	
LOS		F	A	E	E	A	D	C	A	A	E	
Approach Delay		46.1			38.3			11.3			52.3	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)		25	0	149	30	0	46	144	0	63	~1228	
Queue Length 95th (ft)		58	0	208	61	0	m61	m199	0	m78	m#1324	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	138	1102	1607	719	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.11	0.51	0.29	0.26	0.27	1.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	149	60	273	358	165	939	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	317	0	192	1092	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	98	1088	943	632	1022	35
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1705	58
Grp Volume(v), veh/h	26	0	24	157	34	0	70	317	0	192	0	1129
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	12.8	0.0	6.0	0.0	89.9
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	12.8	0.0	6.0	0.0	89.9
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	98	1088	943	632	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.72	0.29	0.00	0.30	0.00	1.07
Avail Cap(c_a), veh/h	72	0	63	334	326	277	120	1088	943	632	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	37.4	15.5	0.0	13.3	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	6.9	0.3	0.0	0.3	0.0	48.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.9	6.6	0.0	1.6	0.0	14.1
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	44.3	15.8	0.0	13.6	0.0	48.0
LnGrp LOS	E		E	E	E		D	B		B		F
Approach Vol, veh/h		50			191			387			1321	
Approach Delay, s/veh		77.0			66.1			20.9			43.0	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	14.8		4.3	4.3	91.9		14.8
Green Ext Time (p_c), s	0.0	13.2		0.0	0.0	0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	436	28	16	1143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.484	
Satd. Flow (perm)	1683	0	1790	1319	774	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	469	30	17	1229
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	469	30	17	1229
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	7.2		53.5	53.5	53.5	53.5

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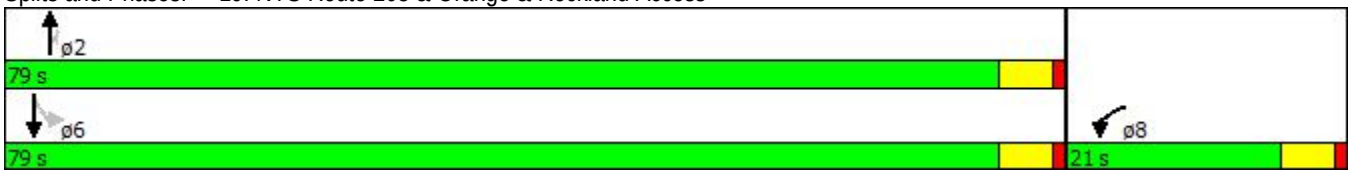
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.10		0.75	0.75	0.75	0.75
v/c Ratio	0.23		0.35	0.03	0.03	0.89
Control Delay	28.8		3.6	0.9	2.1	16.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.8		3.6	0.9	2.1	16.2
LOS	C		A	A	A	B
Approach Delay	28.8		3.4			16.0
Approach LOS	C		A			B
Queue Length 50th (ft)	11		48	0	1	278
Queue Length 95th (ft)	47		90	5	5	599
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	417		1654	1221	715	1704
Starvation Cap Reductn	0		0	0	0	18
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.10		0.28	0.02	0.02	0.73

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 71.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	436	28	16	1143
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	469	30	17	1229
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	57	37	1394	1027	652	1437
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	904	591	1790	1319	769	1845
Grp Volume(v), veh/h	44	0	469	30	17	1229
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	769	1845
Q Serve(g_s), s	1.8	0.0	5.0	0.3	0.4	27.9
Cycle Q Clear(g_c), s	1.8	0.0	5.0	0.3	5.4	27.9
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	97	0	1394	1027	652	1437
V/C Ratio(X)	0.45	0.00	0.34	0.03	0.03	0.86
Avail Cap(c_a), veh/h	387	0	2095	1543	953	2159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	2.1	1.6	2.9	4.6
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.4	0.1	0.1	14.2
LnGrp Delay(d),s/veh	31.9	0.0	2.2	1.6	2.9	7.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		499			1246
Approach Delay, s/veh	31.9		2.2			6.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		54.3				54.3		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.0				29.9		3.8
Green Ext Time (p_c), s		22.0				19.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	666	359	1	370	232	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1703	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	65					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	709	382	1	394	247	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1091	0	0	395	248	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.89			0.32	0.77	
Control Delay	22.1			6.2	51.0	
Queue Delay	47.5			0.0	0.0	
Total Delay	69.6			6.2	51.0	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Length 50th (ft)	404			73	135	
Queue Length 95th (ft)	#843			131	208	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1228			1247	400	
Starvation Cap Reductn	314			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.19			0.32	0.62	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	666	359	1	370	232	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	709	382	1	394	247	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	824	444	40	1323	287	1
Arrive On Green	0.73	0.73	0.73	0.73	0.16	0.16
Sat Flow, veh/h	1131	610	1	1817	1786	7
Grp Volume(v), veh/h	0	1091	395	0	249	0
Grp Sat Flow(s),veh/h/ln	0	1741	1817	0	1800	0
Q Serve(g_s), s	0.0	41.0	0.0	0.0	12.1	0.0
Cycle Q Clear(g_c), s	0.0	41.0	6.8	0.0	12.1	0.0
Prop In Lane		0.35	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1268	1364	0	289	0
V/C Ratio(X)	0.00	0.86	0.29	0.00	0.86	0.00
Avail Cap(c_a), veh/h	0	1268	1364	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.31	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.9	4.2	0.0	36.8	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.5	0.0	10.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.0	3.6	0.0	6.8	0.0
LnGrp Delay(d),s/veh	0.0	11.5	4.8	0.0	47.0	0.0
LnGrp LOS		B	A		D	
Approach Vol, veh/h	1091			395	249	
Approach Delay, s/veh	11.5			4.8	47.0	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.6				70.6		19.4
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		43.0				8.8		14.1
Green Ext Time (p_c), s		5.9				7.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Notes

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	152	1239	227	147	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		67		66		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	165	1347	247	160	673
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	165	1347	247	160	673
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.39	1.06	0.20	0.74	0.48

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	92.4	27.6	65.5	2.5	55.0	4.9
Queue Delay	0.0	0.0	16.8	0.0	0.0	0.0
Total Delay	92.4	27.6	82.3	2.5	55.0	4.9
Queue Length 50th (ft)	142	73	~1352	26	93	148
Queue Length 95th (ft)	#258	135	#1691	56	167	200
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	486	1272	1254	285	1400
Starvation Cap Reductn	0	0	89	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.34	1.14	0.20	0.56	0.48

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	152	1239	227	147	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	165	1347	247	160	673
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	196	302	1312	1305	188	1497
Arrive On Green	0.11	0.11	0.71	0.71	0.08	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	165	1347	247	160	673
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	12.6	99.3	4.7	8.3	14.5
Cycle Q Clear(g_c), s	11.5	12.6	99.3	4.7	8.3	14.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	196	302	1312	1305	188	1497
V/C Ratio(X)	0.80	0.55	1.03	0.19	0.85	0.45
Avail Cap(c_a), veh/h	200	305	1312	1305	307	1497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	52.0	20.2	2.8	53.2	3.5
Incr Delay (d2), s/veh	20.2	2.0	31.8	0.3	11.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	6.0	61.5	3.3	6.7	7.5
LnGrp Delay(d),s/veh	81.2	54.0	52.0	3.1	64.9	4.4
LnGrp LOS	F	D	F	A	E	A
Approach Vol, veh/h	322		1594			833
Approach Delay, s/veh	67.3		44.4			16.1
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.7	104.3				120.0		19.7
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	10.3	101.3				16.5		14.6
Green Ext Time (p_c), s	0.4	0.0				35.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	150	830	229	290	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939			0.850		
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1710	0	1853	1575	1787	1881
Flt Permitted	0.973				0.102	
Satd. Flow (perm)	1710	0	1853	1575	192	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25			126		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	156	865	239	302	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	0	865	239	302	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.97		0.88	0.15	0.78	0.64
Control Delay	96.2		42.9	0.2	38.1	8.3
Queue Delay	0.0		0.0	0.0	0.0	0.0

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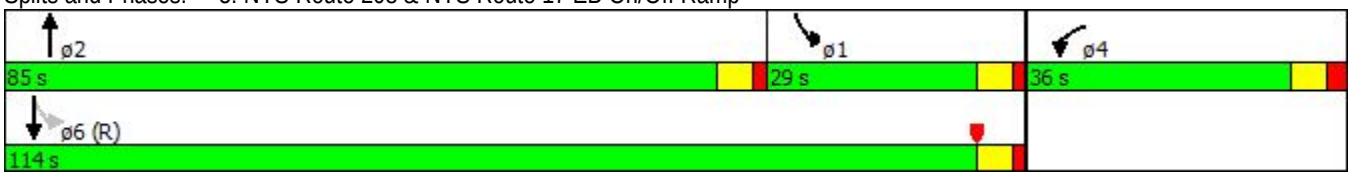
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	96.2		42.9	0.2	38.1	8.3
Queue Length 50th (ft)	317		727	0	147	331
Queue Length 95th (ft)	#525		#978	0	m131	m295
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		983	1575	388	1362
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.97		0.88	0.15	0.78	0.64

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	150	830	229	290	836
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	865	0	302	871
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	396	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	865	0	302	871
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	61.7	0.0	11.6	0.0
Cycle Q Clear(g_c), s	15.7	0.0	61.7	0.0	11.6	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	396	1361
V/C Ratio(X)	0.88	0.00	0.88	0.00	0.76	0.64
Avail Cap(c_a), veh/h	351	0	982	835	396	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.10	0.10
Uniform Delay (d), s/veh	64.9	0.0	31.1	0.0	43.4	0.0
Incr Delay (d2), s/veh	8.4	0.0	11.2	0.0	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	34.5	0.0	10.5	0.1
LnGrp Delay(d),s/veh	73.2	0.0	42.2	0.0	44.2	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		865			1173
Approach Delay, s/veh	73.2		42.2			11.5
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	13.6	63.7		17.7		2.0		
Green Ext Time (p_c), s	0.8	2.6		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	662	49	525	411	108	629	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.086			0.200		
Satd. Flow (perm)	0	1712	0	0	1797	1599	163	1731	1607	361	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				182			244		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	770	57	610	478	126	731	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	770	57	610	478	126	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		12.0	74.0		12.0	74.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		8.0%	49.3%		8.0%	49.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.48	0.39	0.78	0.30	0.54	1.00	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		167.2			128.8	1.0	31.9	50.9	0.3	23.8	61.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	1.0	31.9	50.9	0.3	23.8	61.6	
Queue Length 50th (ft)		~222			~571	0	37	472	0	52	~800	
Queue Length 95th (ft)		#370			#743	0	m46	m576	m0	m78	m#961	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	145	784	1607	235	766	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.48	0.39	0.78	0.30	0.54	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	662	49	525	411	108	629	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	610	0	126	731	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	257	841	729	262	777	35
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.45	0.00	0.08	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1669	75
Grp Volume(v), veh/h	213	0	0	509	0	0	57	610	0	126	0	764
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	40.2	0.0	6.0	0.0	36.3
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	40.2	0.0	6.0	0.0	36.3
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	257	841	729	262	0	812
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.22	0.73	0.00	0.48	0.00	0.94
Avail Cap(c_a), veh/h	158	0	0	455	0	405	279	841	729	262	0	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.35	0.35	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	25.2	33.4	0.0	27.0	0.0	4.0
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	0.2	2.0	0.0	1.4	0.0	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	21.0	0.0	3.0	0.0	18.9
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	25.3	35.4	0.0	28.4	0.0	24.0
LnGrp LOS	F			F			C	D		C		C
Approach Vol, veh/h		213			509			667			890	
Approach Delay, s/veh		261.5			133.7			34.5			24.6	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	74.0		20.0	10.1	75.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	68.0		14.0	6.0	68.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	42.2		16.0	4.5	38.3		40.0
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	8.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.0
HCM 2010 LOS	E

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1293	679	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.364				0.950	
Satd. Flow (perm)	630	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1390	730	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1390	739	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
v/c Ratio	0.19	0.91	0.49		0.08	0.32

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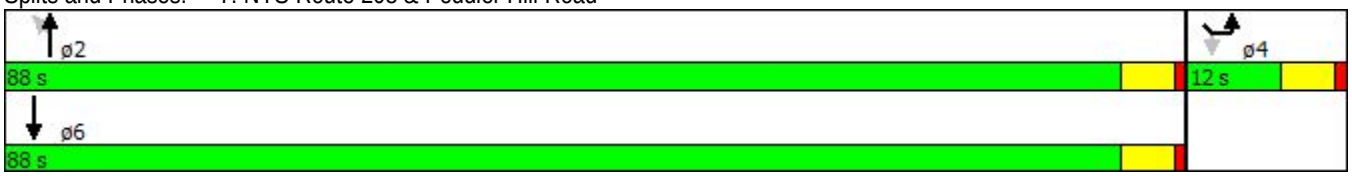
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Control Delay	2.2	17.1	3.0		45.7	21.1
Queue Delay	0.0	0.0	0.3		0.0	0.0
Total Delay	2.2	17.1	3.2		45.7	21.1
Queue Length 50th (ft)	8	482	83		5	0
Queue Length 95th (ft)	21	#1171	150		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	569	1533	1516		134	157
Starvation Cap Reductn	0	0	258		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.19	0.91	0.59		0.06	0.26

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 87.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1293	679	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1390	730	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	603	1500	1465	18	59	53
Arrive On Green	0.82	0.82	0.82	0.82	0.03	0.03
Sat Flow, veh/h	713	1818	1775	22	1756	1568
Grp Volume(v), veh/h	109	1390	0	739	8	41
Grp Sat Flow(s),veh/h/ln	713	1818	0	1797	1756	1568
Q Serve(g_s), s	3.8	40.2	0.0	8.6	0.3	1.8
Cycle Q Clear(g_c), s	12.4	40.2	0.0	8.6	0.3	1.8
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	603	1500	0	1483	59	53
V/C Ratio(X)	0.18	0.93	0.00	0.50	0.14	0.78
Avail Cap(c_a), veh/h	851	2132	0	2108	174	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.7	4.6	0.0	1.8	33.2	33.9
Incr Delay (d2), s/veh	0.1	4.8	0.0	0.1	0.4	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	20.9	0.0	4.1	0.2	0.9
LnGrp Delay(d),s/veh	3.7	9.4	0.0	1.9	33.6	42.6
LnGrp LOS	A	A		A	C	D
Approach Vol, veh/h		1499	739		49	
Approach Delay, s/veh		9.0	1.9		41.1	
Approach LOS		A	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		63.4		7.4		63.4		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		42.2		3.8		10.6		
Green Ext Time (p_c), s		16.1		0.0		18.3		

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1266	668	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.970		
Satd. Flow (perm)	1875	0	0	1757	1755	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1376	726	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1413	735	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.19			0.98	0.51	
Control Delay	23.7			29.3	4.0	
Queue Delay	0.0			10.9	0.4	
Total Delay	23.7			40.2	4.4	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Length 50th (ft)	4			492	86	
Queue Length 95th (ft)	30			#1110	155	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	349			1441	1439	
Starvation Cap Reductn	0			62	281	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.08			1.02	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 90.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1266	668	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1819	1910
Adj Flow Rate, veh/h	7	21	37	1376	726	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	20	60	67	1498	1489	18
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	410	1231	27	1804	1793	22
Grp Volume(v), veh/h	29	0	1413	0	0	735
Grp Sat Flow(s),veh/h/ln	1700	0	1831	0	0	1815
Q Serve(g_s), s	1.4	0.0	16.0	0.0	0.0	9.5
Cycle Q Clear(g_c), s	1.4	0.0	45.6	0.0	0.0	9.5
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	82	0	1565	0	0	1508
V/C Ratio(X)	0.35	0.00	0.90	0.00	0.00	0.49
Avail Cap(c_a), veh/h	329	0	1683	0	0	1626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	4.9	0.0	0.0	2.0
Incr Delay (d2), s/veh	2.5	0.0	6.9	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	24.6	0.0	0.0	4.6
LnGrp Delay(d),s/veh	40.6	0.0	11.8	0.0	0.0	2.2
LnGrp LOS	D		B			A
Approach Vol, veh/h	29			1413	735	
Approach Delay, s/veh	40.6			11.8	2.2	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				73.6		9.0		73.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				47.6		3.4		11.5
Green Ext Time (p_c), s				21.0		0.0		39.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1210	709	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.984		
Satd. Flow (perm)	1682	0	0	1730	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1315	771	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1333	838	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			1.02	0.63	
Control Delay	120.3			39.6	11.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			39.6	11.1	

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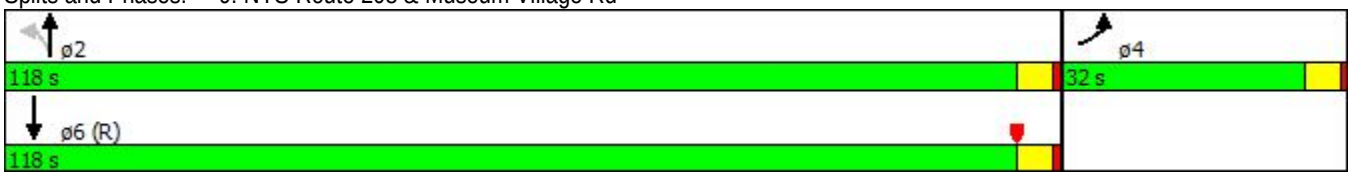
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	~334			~1387	339	
Queue Length 95th (ft)	#535			m#1628	452	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1303	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			1.02	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1210	709	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1315	771	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1342	1264	110
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	13	1782	1678	146
Grp Volume(v), veh/h	320	0	1333	0	0	838
Grp Sat Flow(s),veh/h/ln	1733	0	1795	0	0	1824
Q Serve(g_s), s	27.0	0.0	53.4	0.0	0.0	31.4
Cycle Q Clear(g_c), s	27.0	0.0	106.5	0.0	0.0	31.4
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1376	0	0	1374
V/C Ratio(X)	1.03	0.00	0.97	0.00	0.00	0.61
Avail Cap(c_a), veh/h	312	0	1376	0	0	1374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	17.4	0.0	0.0	8.4
Incr Delay (d2), s/veh	57.7	0.0	17.1	0.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	58.4	0.0	0.0	16.4
LnGrp Delay(d),s/veh	119.3	0.0	34.5	0.0	0.0	10.5
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1333	838	
Approach Delay, s/veh	119.3			34.5	10.5	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		108.5		29.0		33.4		
Green Ext Time (p_c), s		3.4		0.0		13.9		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1465	770	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1542	811	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1547	812	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.02			1.02	0.53	
Control Delay	38.0			38.2	3.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	38.0			38.2	3.7	
Queue Length 50th (ft)	1			~813	97	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	8			#1305	151	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	120			1518	1538	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			1.02	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 98.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1465	770	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1542	811	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	24	24	38	1544	1562	2
Arrive On Green	0.04	0.04	0.86	0.86	0.86	0.86
Sat Flow, veh/h	574	574	1	1805	1825	2
Grp Volume(v), veh/h	3	0	1547	0	0	812
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	20.0	0.0	0.0	11.2
Cycle Q Clear(g_c), s	0.2	0.0	83.0	0.0	0.0	11.2
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	71	0	1583	0	0	1564
V/C Ratio(X)	0.04	0.00	0.98	0.00	0.00	0.52
Avail Cap(c_a), veh/h	124	0	1583	0	0	1564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	7.0	0.0	0.0	1.8
Incr Delay (d2), s/veh	0.2	0.0	17.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	46.8	0.0	0.0	5.5
LnGrp Delay(d),s/veh	44.9	0.0	24.5	0.0	0.0	2.1
LnGrp LOS	D		C			A
Approach Vol, veh/h	3			1547	812	
Approach Delay, s/veh	44.9			24.5	2.1	
Approach LOS	D			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		9.0		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		2.2		13.2		
Green Ext Time (p_c), s		0.0		0.0		48.5		

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1121	120	30	598	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.994	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1748	0
Flt Permitted		0.977			0.963			0.971			0.891	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1705	0	0	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1205	129	32	643	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1368	0	0	704	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
v/c Ratio		0.54			0.52	0.13		0.99			0.56	
Control Delay		60.0			78.5	2.2		39.4			8.7	
Queue Delay		0.0			0.0	0.0		27.6			2.4	
Total Delay		60.0			78.5	2.2		67.0			11.2	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (ft)		44			60	0		~1362			241	
Queue Length 95th (ft)		97			116	3		#1713			384	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1381			1263	
Starvation Cap Reductn		0			0	0		108			413	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		1.07			0.83	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 136.1	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1121	120	30	598	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1205	129	32	643	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	49	1243	132	56	1054	46
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	28	1574	167	36	1336	59
Grp Volume(v), veh/h	72	0	0	67	0	22	1368	0	0	704	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1770	0	0	1430	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	60.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	97.6	0.0	0.0	18.4	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.05		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1424	0	0	1156	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.96	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1424	0	0	1156	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	13.0	0.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	16.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	53.1	0.0	0.0	9.8	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	29.1	0.0	0.0	7.4	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1368			704	
Approach Delay, s/veh		69.7			72.5			29.1			7.4	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1142	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.972		
Satd. Flow (perm)	1695	0	0	1717	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1202	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1235	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.28			0.90	0.51	
Control Delay	23.4			17.2	4.3	
Queue Delay	0.0			4.3	0.0	
Total Delay	23.4			21.5	4.3	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Length 50th (ft)	7			311	84	
Queue Length 95th (ft)	40			#931	163	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	353			1484	1494	
Starvation Cap Reductn	0			182	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.13			0.95	0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 84.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1142	659	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1793	1881
Adj Flow Rate, veh/h	13	34	33	1202	694	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	26	68	72	1412	1395	32
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	456	1193	24	1767	1745	40
Grp Volume(v), veh/h	48	0	1235	0	0	710
Grp Sat Flow(s),veh/h/ln	1685	0	1791	0	0	1785
Q Serve(g_s), s	1.9	0.0	2.3	0.0	0.0	9.2
Cycle Q Clear(g_c), s	1.9	0.0	29.4	0.0	0.0	9.2
Prop In Lane	0.27	0.71	0.03			0.02
Lane Grp Cap(c), veh/h	97	0	1485	0	0	1427
V/C Ratio(X)	0.50	0.00	0.83	0.00	0.00	0.50
Avail Cap(c_a), veh/h	386	0	1943	0	0	1893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	4.3	0.0	0.0	2.3
Incr Delay (d2), s/veh	3.9	0.0	2.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	15.1	0.0	0.0	4.4
LnGrp Delay(d),s/veh	35.8	0.0	6.8	0.0	0.0	2.6
LnGrp LOS	D		A			A
Approach Vol, veh/h	48			1235	710	
Approach Delay, s/veh	35.8			6.8	2.6	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				60.8		9.0		60.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				31.4		3.9		11.2
Green Ext Time (p_c), s				24.3		0.1		29.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1136	18	1	626
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1196	19	1	659
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1215	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		31.0	31.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
v/c Ratio	0.10		0.89			0.49
Control Delay	38.6		15.5			4.2
Queue Delay	0.0		0.0			0.2
Total Delay	38.6		15.5			4.3

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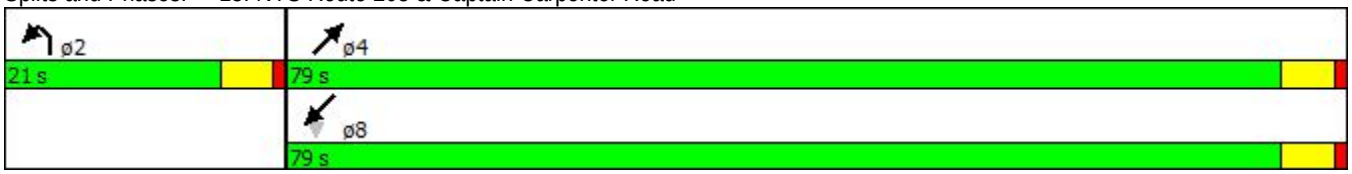
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Length 50th (ft)	6		274			75
Queue Length 95th (ft)	26		587			130
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	367		1604			1582
Starvation Cap Reductn	0		0			254
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.76			0.50

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 76.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1136	18	1	626
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1827	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1196	19	1	659
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	93	7	1419	23	54	1423
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1553	119	1794	28	0	1799
Grp Volume(v), veh/h	15	0	0	1215	660	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1822	1800	0
Q Serve(g_s), s	0.5	0.0	0.0	28.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	28.0	8.1	0.0
Prop In Lane	0.87	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	107	0	0	1442	1477	0
V/C Ratio(X)	0.14	0.00	0.00	0.84	0.45	0.00
Avail Cap(c_a), veh/h	428	0	0	2013	2040	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	4.4	2.3	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	14.5	3.9	0.0
LnGrp Delay(d),s/veh	30.5	0.0	0.0	6.8	2.5	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1215			660
Approach Delay, s/veh	30.5		6.8			2.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		58.0				58.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		30.0				10.1
Green Ext Time (p_c), s		0.0		23.0				26.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1135	623	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1220	670	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1222	673	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.05			0.88	0.48	
Control Delay	32.2			15.1	3.8	
Queue Delay	0.0			0.7	0.0	
Total Delay	32.2			15.8	3.8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Length 50th (ft)	2			272	73	
Queue Length 95th (ft)	14			576	120	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	365			1581	1598	
Starvation Cap Reductn	0			120	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.84	0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 78	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1135	623	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1220	670	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	43	43	53	1437	1445	6
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	735	735	0	1808	1818	8
Grp Volume(v), veh/h	7	0	1222	0	0	673
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	0.3	0.0	29.2	0.0	0.0	8.2
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	101	0	1490	0	0	1452
V/C Ratio(X)	0.07	0.00	0.82	0.00	0.00	0.46
Avail Cap(c_a), veh/h	402	0	2013	0	0	1981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	4.4	0.0	0.0	2.3
Incr Delay (d2), s/veh	0.3	0.0	2.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.8	0.0	0.0	4.0
LnGrp Delay(d),s/veh	30.6	0.0	6.5	0.0	0.0	2.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1222	673	
Approach Delay, s/veh	30.6			6.5	2.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				59.2		9.0		59.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				31.2		2.3		10.2
Green Ext Time (p_c), s				23.1		0.0		27.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1121	17	20	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.948
Satd. Flow (perm)	1638	0	1763	0	0	1660
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1205	18	22	663
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1223	0	0	685
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
v/c Ratio	0.18		0.89			0.53
Control Delay	26.3		15.9			4.7
Queue Delay	0.0		0.0			0.8
Total Delay	26.3		15.9			5.5

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Length 50th (ft)	5		278			82
Queue Length 95th (ft)	32		#667			152
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	367		1594			1501
Starvation Cap Reductn	0		0			494
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.77			0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 77.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1121	17	20	617
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1205	18	22	663
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	37	57	1429	21	72	1367
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	636	983	1796	27	23	1718
Grp Volume(v), veh/h	29	0	0	1223	685	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1823	1741	0
Q Serve(g_s), s	1.1	0.0	0.0	28.6	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	28.6	8.5	0.0
Prop In Lane	0.38	0.59		0.01	0.03	
Lane Grp Cap(c), veh/h	98	0	0	1450	1439	0
V/C Ratio(X)	0.30	0.00	0.00	0.84	0.48	0.00
Avail Cap(c_a), veh/h	391	0	0	1969	1908	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	4.3	2.3	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	14.6	4.1	0.0
LnGrp Delay(d),s/veh	32.6	0.0	0.0	7.0	2.5	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	29		1223			685
Approach Delay, s/veh	32.6		7.0			2.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		59.5				59.5
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.1		30.6				10.5
Green Ext Time (p_c), s		0.0		24.0				28.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1096	36	33	616	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.828			0.731			0.998			0.911	
Satd. Flow (perm)	0	1445	0	0	1361	0	0	1817	0	0	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1178	39	35	662	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1222	0	0	714	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
v/c Ratio		0.24			0.20			0.89			0.57	
Control Delay		26.3			37.9			15.9			5.6	
Queue Delay		0.0			0.0			1.6			0.0	
Total Delay		26.3			37.9			17.4			5.6	
Queue Length 50th (ft)		7			11			282			95	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 95th (ft)		39			39			607			179	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		349			316			1668			1512	
Starvation Cap Reductn		0			0			262			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.09			0.87			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 73.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1096	36	33	616	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1178	39	35	662	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	116	7	45	166	11	10	53	1402	46	87	1286	32
Arrive On Green	0.06	0.00	0.06	0.06	0.06	0.06	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	668	114	782	1217	193	176	2	1756	58	41	1611	40
Grp Volume(v), veh/h	38	0	0	27	0	0	1222	0	0	714	0	0
Grp Sat Flow(s),veh/h/ln	1564	0	0	1587	0	0	1816	0	0	1692	0	0
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.0	0.0	0.0	28.7	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.05		0.02
Lane Grp Cap(c), veh/h	168	0	0	187	0	0	1502	0	0	1405	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.14	0.00	0.00	0.81	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	426	0	0	436	0	0	1984	0	0	1824	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	31.3	0.0	0.0	4.3	0.0	0.0	2.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	2.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	14.4	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	32.2	0.0	0.0	31.7	0.0	0.0	6.3	0.0	0.0	2.6	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1222			714	
Approach Delay, s/veh		32.2			31.7			6.3			2.6	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		60.5		9.0		60.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.0		30.7		3.5		11.2
Green Ext Time (p_c), s		0.2		24.8		0.2		29.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

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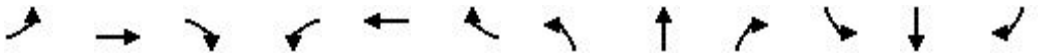

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	969	48	12	558	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.819			0.841			0.968			0.972	
Satd. Flow (perm)	0	1579	0	0	1605	0	0	1710	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			7			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1114	55	14	641	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1206	0	0	693	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
v/c Ratio		0.22			0.40			0.90			0.53	
Control Delay		36.6			28.1			18.5			5.0	
Queue Delay		0.0			0.0			3.6			3.0	
Total Delay		36.6			28.1			22.1			8.0	

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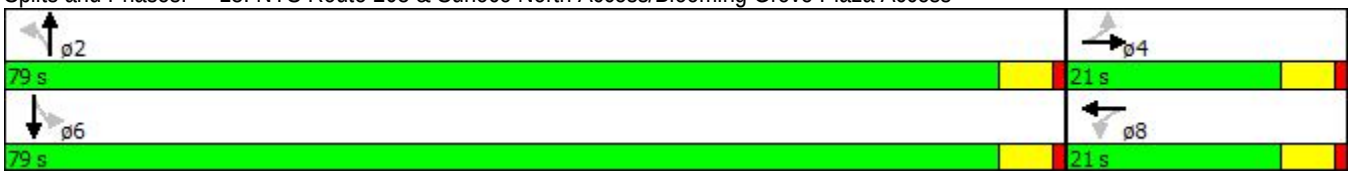
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		15			19			320			91	
Queue Length 95th (ft)		41			58			#764			173	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		323			356			1500			1476	
Starvation Cap Reductn		0			0			209			652	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.21			0.93			0.84	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 82.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	969	48	12	558	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1114	55	14	641	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	170	26	24	121	11	67	76	1304	63	62	1282	75
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1048	339	308	606	139	876	29	1672	81	12	1645	96
Grp Volume(v), veh/h	33	0	0	74	0	0	1206	0	0	693	0	0
Grp Sat Flow(s),veh/h/ln	1695	0	0	1621	0	0	1782	0	0	1753	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.0	0.0	0.0	30.6	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.05	0.02		0.05
Lane Grp Cap(c), veh/h	219	0	0	199	0	0	1443	0	0	1420	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.37	0.00	0.00	0.84	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	446	0	0	439	0	0	1937	0	0	1897	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	0.0	0.0	31.0	0.0	0.0	5.0	0.0	0.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	0.0	0.0	2.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.4	0.0	0.0	15.4	0.0	0.0	4.7	0.0	0.0
LnGrp Delay(d),s/veh	30.5	0.0	0.0	32.2	0.0	0.0	7.5	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1206			693	
Approach Delay, s/veh		30.5			32.2			7.5			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		59.3		10.3		59.3		10.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		32.6		3.2		11.7		5.0
Green Ext Time (p_c), s		21.7		0.4		25.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	36	255	345	151	32	144	303	182	133	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.898			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1505	0	1678	1711	0
Flt Permitted	0.248			0.273			0.621			0.224		
Satd. Flow (perm)	400	1712	0	456	1749	1464	1058	1505	0	393	1711	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	39	277	375	164	35	157	329	198	145	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	369	0	277	375	164	35	486	0	198	215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	

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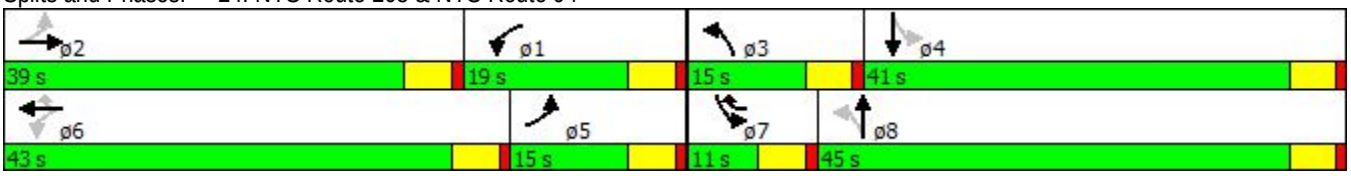
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
v/c Ratio	0.19	0.84		0.89	0.66	0.25	0.08	0.90		0.77	0.30	
Control Delay	22.6	52.6		65.2	37.9	4.8	17.1	52.8		43.3	22.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.6	52.6		65.2	37.9	4.8	17.1	52.8		43.3	22.0	
Queue Length 50th (ft)	18	237		128	242	9	12	299		76	89	
Queue Length 95th (ft)	39	351		#234	341	40	34	#546		#204	171	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	285	615		367	699	655	553	633		257	733	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.60		0.75	0.54	0.25	0.06	0.77		0.77	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	36	255	345	151	32	144	303	182	133	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	39	277	375	164	35	157	329	198	145	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	346	365	43	310	434	460	438	173	362	230	443	214
Arrive On Green	0.14	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1426	169	1723	1810	1506	1706	511	1072	1741	1160	560
Grp Volume(v), veh/h	45	0	369	277	375	164	35	0	486	198	0	215
Grp Sat Flow(s),veh/h/ln	1654	0	1595	1723	1810	1506	1706	0	1583	1741	0	1720
Q Serve(g_s), s	0.0	0.0	20.8	9.6	18.5	4.4	1.2	0.0	27.2	6.0	0.0	8.2
Cycle Q Clear(g_c), s	0.0	0.0	20.8	9.6	18.5	4.4	1.2	0.0	27.2	6.0	0.0	8.2
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.33
Lane Grp Cap(c), veh/h	346	0	408	310	434	460	438	0	535	230	0	657
V/C Ratio(X)	0.13	0.00	0.90	0.89	0.86	0.36	0.08	0.00	0.91	0.86	0.00	0.33
Avail Cap(c_a), veh/h	346	0	584	353	740	715	586	0	682	230	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	33.5	38.0	33.9	10.0	19.6	0.0	29.4	25.9	0.0	20.3
Incr Delay (d2), s/veh	0.1	0.0	10.7	20.6	2.4	0.2	0.0	0.0	12.1	25.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.3	8.7	9.5	2.1	0.6	0.0	13.7	3.8	0.0	3.9
LnGrp Delay(d),s/veh	32.8	0.0	44.2	58.6	36.2	10.2	19.6	0.0	41.5	51.7	0.0	20.4
LnGrp LOS	C		D	E	D	B	B		D	D		C
Approach Vol, veh/h		414			816			521			413	
Approach Delay, s/veh		43.0			38.6			40.0			35.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	28.8	6.9	40.5	18.2	27.3	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	11.6	22.8	3.2	10.2	2.0	20.5	8.0	29.2
Green Ext Time (p_c), s	0.1	1.0	0.0	2.8	0.4	1.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D

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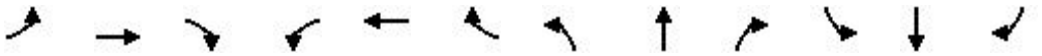

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	662	49	525	411	108	629	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.117			0.208		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	221	1731	1607	376	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			516			244		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	770	57	610	478	126	731	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	770	57	610	478	126	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	18.0	44.0	44.0		10.0	76.0		12.0	78.0	
Total Split (%)	12.0%	12.0%	12.0%	29.3%	29.3%		6.7%	50.7%		8.0%	52.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.79	0.48	0.99	0.06	0.48	0.38	0.76	0.30	0.50	0.95	

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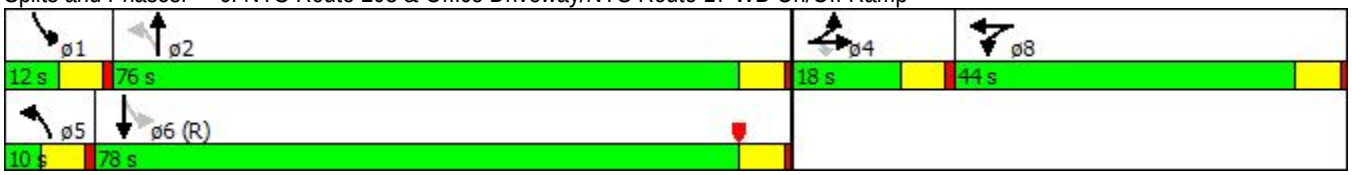
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		104.7	17.6	93.2	43.0	1.0	31.2	48.7	0.3	21.6	48.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		104.7	17.6	93.2	43.0	1.0	31.2	48.7	0.3	21.6	48.7	
Queue Length 50th (ft)		105	0	~482	21	0	37	463	0	52	723	
Queue Length 95th (ft)		#188	50	#665	46	0	m46	m565	m0	m77	m#915	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		144	226	484	485	1599	151	807	1607	251	805	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75	0.46	0.99	0.06	0.48	0.38	0.76	0.30	0.50	0.95	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	662	49	525	411	108	629	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	610	0	126	731	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	88	54	125	478	477	405	337	865	750	278	801	36
Arrive On Green	0.09	0.08	0.08	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.96	0.96
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1669	75
Grp Volume(v), veh/h	108	0	105	481	28	0	57	610	0	126	0	764
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	39.2	0.0	6.0	0.0	21.2
Cycle Q Clear(g_c), s	8.8	0.0	9.8	40.0	1.7	0.0	2.5	39.2	0.0	6.0	0.0	21.2
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	142	0	125	478	477	405	337	865	750	278	0	837
V/C Ratio(X)	0.76	0.00	0.84	1.01	0.06	0.00	0.17	0.70	0.00	0.45	0.00	0.91
Avail Cap(c_a), veh/h	145	0	127	478	477	405	337	865	750	278	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.35	0.35	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	68.2	55.0	42.4	0.0	21.2	31.8	0.0	25.0	0.0	2.0
Incr Delay (d2), s/veh	18.2	0.0	35.2	42.8	0.0	0.0	0.1	1.7	0.0	1.2	0.0	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.5	25.5	0.9	0.0	1.2	20.4	0.0	2.9	0.0	10.9
LnGrp Delay(d),s/veh	85.3	0.0	103.3	97.9	42.5	0.0	21.3	33.5	0.0	26.2	0.0	18.0
LnGrp LOS	F		F	F	D		C	C		C		B
Approach Vol, veh/h		213			509			667			890	
Approach Delay, s/veh		94.2			94.8			32.5			19.1	
Approach LOS		F			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	76.0		17.8	10.0	78.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	70.0		12.0	4.0	72.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	41.2		11.8	4.5	23.2		42.0
Green Ext Time (p_c), s	0.0	8.5		0.0	0.0	9.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.0
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1232	7	2	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.096	
Satd. Flow (perm)	1652	0	1790	1319	154	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1339	8	2	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1339	8	2	804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
v/c Ratio	0.10		0.91	0.01	0.02	0.54

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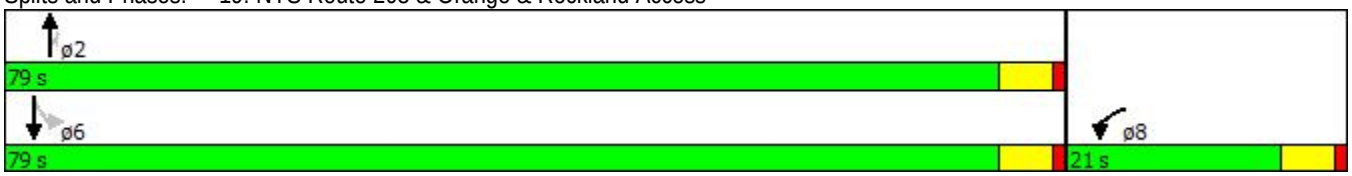
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	30.2		17.6	1.1	2.0	4.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.2		17.6	1.1	2.0	4.1
Queue Length 50th (ft)	3		361	0	0	97
Queue Length 95th (ft)	20		#992	2	1	168
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	299		1471	1085	126	1502
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.91	0.01	0.02	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 90	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1232	7	2	740
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1339	8	2	804
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	29	41	1474	1086	194	1504
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	580	812	1790	1319	346	1828
Grp Volume(v), veh/h	13	0	1339	8	2	804
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	346	1828
Q Serve(g_s), s	0.7	0.0	41.5	0.1	0.3	11.0
Cycle Q Clear(g_c), s	0.7	0.0	41.5	0.1	41.9	11.0
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	76	0	1474	1086	194	1504
V/C Ratio(X)	0.17	0.00	0.91	0.01	0.01	0.53
Avail Cap(c_a), veh/h	305	0	1673	1233	233	1708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	4.9	1.2	19.6	2.2
Incr Delay (d2), s/veh	1.0	0.0	7.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	22.2	0.0	0.0	5.5
LnGrp Delay(d),s/veh	37.0	0.0	12.0	1.2	19.6	2.5
LnGrp LOS	D		B	A	B	A
Approach Vol, veh/h	13		1347			806
Approach Delay, s/veh	37.0		11.9			2.5
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.2				70.2		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		43.5				43.9		2.7
Green Ext Time (p_c), s		21.5				21.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.81			0.29	0.79	
Control Delay	16.2			6.1	51.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	16.2			6.1	51.6	
Queue Length 50th (ft)	325			70	141	
Queue Length 95th (ft)	#659			121	218	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1290	404	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.81			0.29	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	632	349	0	364	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1897	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	652	360	0	375	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	831	459	0	1366	299	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1150	635	0	1891	1796	14
Grp Volume(v), veh/h	0	1012	0	375	262	0
Grp Sat Flow(s),veh/h/ln	0	1785	0	1891	1817	0
Q Serve(g_s), s	0.0	32.7	0.0	6.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	32.7	0.0	6.2	12.6	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1290	0	1366	302	0
V/C Ratio(X)	0.00	0.78	0.00	0.27	0.87	0.00
Avail Cap(c_a), veh/h	0	1290	0	1366	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	4.3	36.5	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	0.0	3.3	7.3	0.0
LnGrp Delay(d),s/veh	0.0	12.8	0.0	4.8	48.1	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1012			375	262	
Approach Delay, s/veh	12.8			4.8	48.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		34.7				8.2		14.6
Green Ext Time (p_c), s		5.9				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.099	
Satd. Flow (perm)	1771	1479	1900	1507	168	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		89		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	103	1136	253	140	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.27	0.83	0.20	0.55	0.45
Control Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Length 50th (ft)	142	0	636	18	18	123
Queue Length 95th (ft)	#283	48	1051	45	67	167
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	447	1371	1294	315	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.23	0.83	0.20	0.44	0.45

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	98	1079	240	133	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	103	1136	253	140	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	200	1457	1388	268	1565
Arrive On Green	0.09	0.09	0.77	0.77	0.03	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	103	1136	253	140	652
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	8.5	48.6	3.7	2.3	12.3
Cycle Q Clear(g_c), s	12.1	8.5	48.6	3.7	2.3	12.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	200	1457	1388	268	1565
V/C Ratio(X)	0.93	0.52	0.78	0.18	0.52	0.42
Avail Cap(c_a), veh/h	165	200	1457	1388	421	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.2	9.5	1.6	17.1	2.9
Incr Delay (d2), s/veh	51.0	2.3	4.2	0.3	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.9	26.6	2.8	3.2	6.5
LnGrp Delay(d),s/veh	114.1	59.4	13.7	1.9	18.7	3.7
LnGrp LOS	F	E	B	A	B	A
Approach Vol, veh/h	257		1389			792
Approach Delay, s/veh	92.2		11.5			6.4
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	112.3				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	4.3	50.6				14.3		14.1
Green Ext Time (p_c), s	0.4	19.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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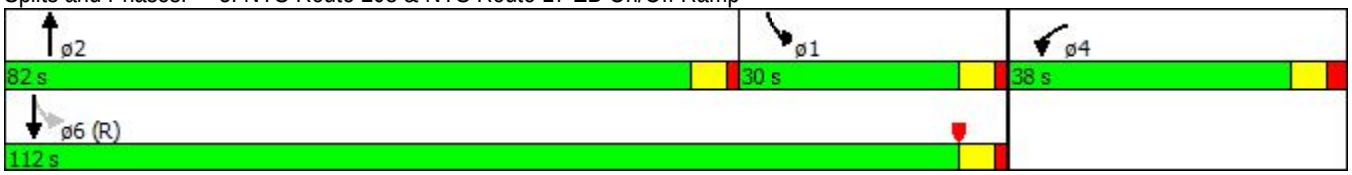
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m525
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	423	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1732	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	790	0	292	814
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	56.5	0.0	8.2	0.0
Cycle Q Clear(g_c), s	15.3	0.0	56.5	0.0	8.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	423	1310
V/C Ratio(X)	0.88	0.00	0.85	0.00	0.69	0.62
Avail Cap(c_a), veh/h	366	0	927	803	423	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.44	0.44
Uniform Delay (d), s/veh	65.1	0.0	31.8	0.0	40.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	9.8	0.0	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	30.8	0.0	9.6	0.4
LnGrp Delay(d),s/veh	69.7	0.0	41.6	0.0	42.4	1.0
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	69.7		41.6			11.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.2		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	10.2	58.5		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.4		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.985			0.955		0.170			0.251		
Satd. Flow (perm)	0	1740	0	0	1815	1615	312	1782	1607	458	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				173			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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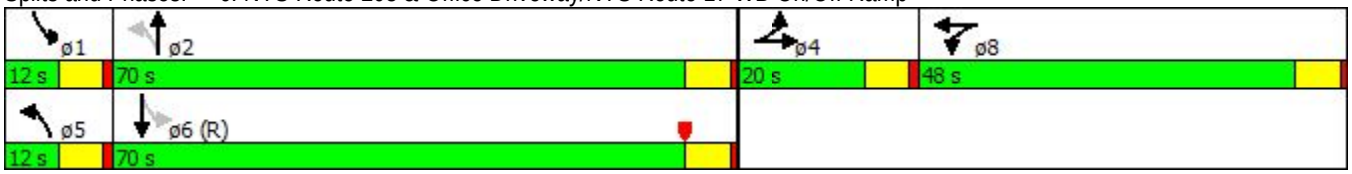
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.37	0.24	0.68	0.22	0.41	0.84	
Control Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Length 50th (ft)		143			392	0	35	423	0	51	596	
Queue Length 95th (ft)		#292			#543	0	m44	m552	m0	m80	#863	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	214	797	1607	297	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.37	0.24	0.68	0.22	0.41	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	301	815	686	287	767	31
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	173	0	0	416	0	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	301	815	686	287	0	798
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.17	0.66	0.00	0.43	0.00	0.84
Avail Cap(c_a), veh/h	160	0	0	508	0	452	325	815	686	287	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	25.0	34.4	0.0	27.2	0.0	6.5
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	1.9	0.0	1.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	18.3	0.0	3.0	0.0	13.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	25.1	36.3	0.0	28.2	0.0	16.6
LnGrp LOS	F			E			C	D		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		161.7			77.9			35.4			18.4	
Approach LOS		F			E			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	35.9		16.0	4.5	26.9		35.7
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1721	0	1668	1492
Flt Permitted	0.362				0.950	
Satd. Flow (perm)	639	1747	1721	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1116	708	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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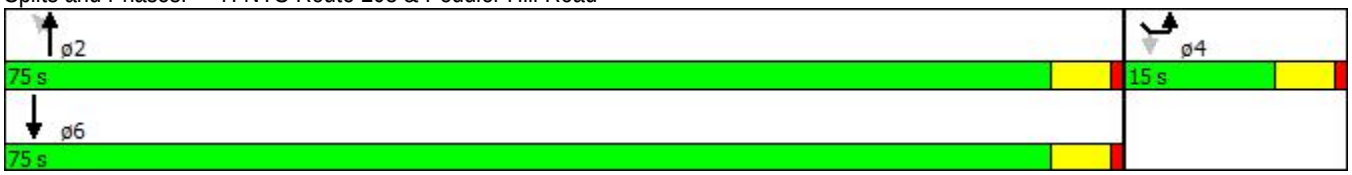
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.18	0.75	0.48		0.16	0.20
Control Delay	3.1	8.9	4.0		33.5	13.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	8.9	4.0		33.5	13.8
Queue Length 50th (ft)	8	214	81		12	0
Queue Length 95th (ft)	24	488	164		50	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	606	1657	1633		407	401
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.67	0.43		0.09	0.12

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	1083	655	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	1116	675	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	571	1339	1255	61	91	81
Arrive On Green	0.72	0.72	0.72	0.72	0.05	0.05
Sat Flow, veh/h	749	1872	1754	86	1791	1599
Grp Volume(v), veh/h	100	1116	0	708	37	49
Grp Sat Flow(s),veh/h/ln	749	1872	0	1840	1791	1599
Q Serve(g_s), s	3.0	18.0	0.0	7.6	0.9	1.3
Cycle Q Clear(g_c), s	10.7	18.0	0.0	7.6	0.9	1.3
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	571	1339	0	1316	91	81
V/C Ratio(X)	0.18	0.83	0.00	0.54	0.41	0.61
Avail Cap(c_a), veh/h	1262	3067	0	3014	419	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.3	4.3	0.0	2.8	19.7	19.9
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.9	0.0	3.8	0.4	0.6
LnGrp Delay(d),s/veh	5.3	4.8	0.0	2.9	20.8	22.6
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		1216	708		86	
Approach Delay, s/veh		4.9	2.9		21.8	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		7.2		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		20.0		3.3		9.6		
Green Ext Time (p_c), s		10.6		0.1		10.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959			0.991		
Satd. Flow (perm)	1698	0	0	1793	1815	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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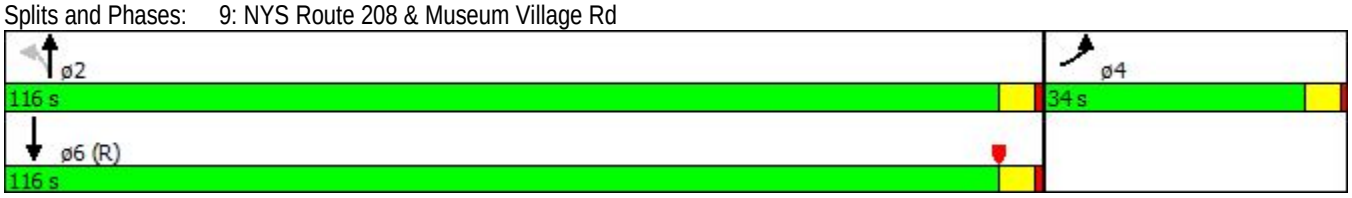
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.89	0.61	
Control Delay	73.3			17.0	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			17.0	11.5	
Queue Length 50th (ft)	239			231	338	
Queue Length 95th (ft)	#369			m338	445	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1326	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.89	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	1111	706	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1169	743	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1370	1257	127
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	7	1851	1698	171
Grp Volume(v), veh/h	260	0	1180	0	0	818
Grp Sat Flow(s),veh/h/ln	1748	0	1859	0	0	1870
Q Serve(g_s), s	21.1	0.0	3.1	0.0	0.0	30.3
Cycle Q Clear(g_c), s	21.1	0.0	66.6	0.0	0.0	30.3
Prop In Lane	0.86	0.13	0.01			0.09
Lane Grp Cap(c), veh/h	338	0	1400	0	0	1384
V/C Ratio(X)	0.77	0.00	0.84	0.00	0.00	0.59
Avail Cap(c_a), veh/h	338	0	1400	0	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	13.7	0.0	0.0	9.0
Incr Delay (d2), s/veh	15.5	0.0	4.6	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	35.6	0.0	0.0	16.2
LnGrp Delay(d),s/veh	72.8	0.0	18.3	0.0	0.0	10.9
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1180	818	
Approach Delay, s/veh	72.8			18.3	10.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		68.6		23.1		32.3		
Green Ext Time (p_c), s		9.9		0.4		10.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.953			0.941	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1720	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.81			0.49	
Control Delay		70.3			72.9	2.5		18.2			8.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		18.2			8.4	
Queue Length 50th (ft)		53			66	0		605			209	
Queue Length 95th (ft)		107			122	4		#1128			357	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1370			1347	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.81			0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 134.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	951	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	970	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	67	1254	119	54	1319	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	50	1594	151	34	1676	65
Grp Volume(v), veh/h	67	0	0	74	0	23	1107	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1794	0	0	1774	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	12.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	43.3	0.0	0.0	15.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.08	0.04		0.04
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1440	0	0	1424	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.77	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1440	0	0	1424	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	7.5	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	4.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	23.1	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	11.5	0.0	0.0	5.8	0.0	0.0
LnGrp LOS	E			E		E	B			A		
Approach Vol, veh/h		67			97			1107			656	
Approach Delay, s/veh		68.4			69.9			11.5			5.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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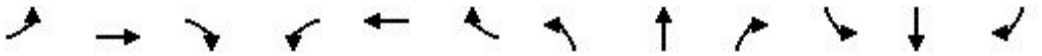

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1749	0	1652	1670	1583	1599	1508	0	1695	1684	0
Flt Permitted	0.247			0.214			0.635			0.233		
Satd. Flow (perm)	402	1749	0	369	1670	1507	1050	1508	0	412	1684	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.91	0.76	0.24	0.09	0.89		0.77	0.28	
Control Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Length 50th (ft)	20	276		113	258	10	14	283		87	82	
Queue Length 95th (ft)	42	401		#222	364	38	37	#502		#215	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	307	660		333	663	659	499	598		273	699	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.77	0.59	0.24	0.08	0.75		0.77	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1836	1900	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	347	430	33	289	445	518	423	149	346	246	400	214
Arrive On Green	0.14	0.28	0.28	0.12	0.26	0.26	0.02	0.31	0.31	0.07	0.36	0.36
Sat Flow, veh/h	1670	1514	116	1774	1727	1553	1659	478	1108	1757	1102	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1670	0	1629	1774	1727	1553	1659	0	1587	1757	0	1693
Q Serve(g_s), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	347	0	463	289	445	518	423	0	496	246	0	615
V/C Ratio(X)	0.15	0.00	0.91	0.88	0.88	0.31	0.09	0.00	0.90	0.86	0.00	0.32
Avail Cap(c_a), veh/h	347	0	624	328	698	746	542	0	641	246	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	32.5	39.2	33.5	9.0	21.3	0.0	31.0	25.2	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	12.7	20.0	5.1	0.1	0.0	0.0	11.9	23.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.2	8.1	10.3	1.7	0.7	0.0	12.7	3.7	0.0	3.6
LnGrp Delay(d),s/veh	33.4	0.0	45.2	59.2	38.6	9.1	21.3	0.0	42.9	48.6	0.0	21.7
LnGrp LOS	C		D	E	D	A	C		D	D		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		43.9			39.3			41.1			35.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	31.7	7.2	39.1	18.4	29.2	12.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	25.6	3.5	9.8	2.0	22.4	9.0	27.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.4	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.970		0.950			0.203			0.275		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	373	1782	1607	502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			574			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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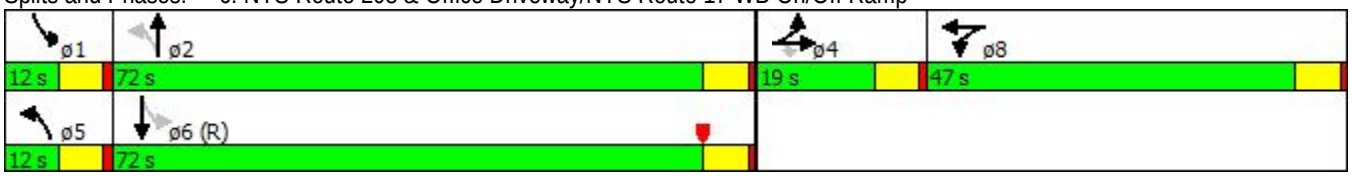
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.37	0.20	0.63	0.22	0.36	0.78	
Control Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Length 50th (ft)		80	0	368	16	0	35	412	0	50	332	
Queue Length 95th (ft)		138	37	485	38	0	m44	m544	m0	m79	#840	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	253	851	1607	337	851	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.37	0.20	0.63	0.22	0.36	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	340	840	707	303	791	32
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	83	0	90	395	21	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	340	840	707	303	0	823
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.15	0.64	0.00	0.40	0.00	0.81
Avail Cap(c_a), veh/h	160	0	140	519	525	441	364	840	707	303	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	23.1	32.8	0.0	25.4	0.0	4.6
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	1.7	0.0	0.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	17.8	0.0	2.9	0.0	10.5
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	23.2	34.5	0.0	26.2	0.0	13.1
LnGrp LOS	E		F	E	D		C	C		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		79.8			69.8			33.5			15.2	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	35.1		10.2	4.4	21.2		33.8
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.964		
Satd. Flow (perm)	1717	0	0	1797	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.13			0.88	0.53	
Control Delay	22.1			14.6	4.7	
Queue Delay	0.0			0.1	0.1	
Total Delay	22.1			14.7	4.8	
Queue Length 50th (ft)	2			231	79	
Queue Length 95th (ft)	26			479	141	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	446			1697	1707	
Starvation Cap Reductn	0			29	127	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.71	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 67.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	1081	670	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	1138	705	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	21	75	85	1431	1436	14
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	325	1170	33	1844	1851	18
Grp Volume(v), veh/h	24	0	1178	0	0	712
Grp Sat Flow(s),veh/h/ln	1560	0	1878	0	0	1869
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	0.9	0.0	22.0	0.0	0.0	8.6
Prop In Lane	0.21	0.75	0.03			0.01
Lane Grp Cap(c), veh/h	100	0	1517	0	0	1451
V/C Ratio(X)	0.24	0.00	0.78	0.00	0.00	0.49
Avail Cap(c_a), veh/h	399	0	2264	0	0	2213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	4.0	0.0	0.0	2.5
Incr Delay (d2), s/veh	1.2	0.0	1.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	11.6	0.0	0.0	4.3
LnGrp Delay(d),s/veh	29.0	0.0	5.0	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	24			1178	712	
Approach Delay, s/veh	29.0			5.0	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				53.5		9.0		53.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.0		2.9		10.6
Green Ext Time (p_c), s				24.5		0.0		27.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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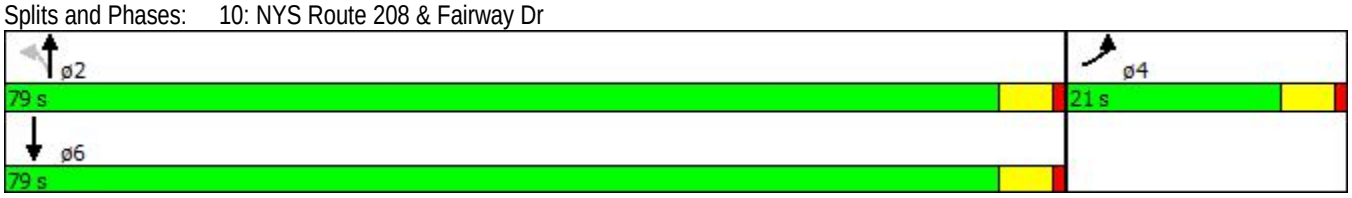
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.06			0.90	0.52	
Control Delay	28.9			16.2	3.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.9			16.2	3.8	
Queue Length 50th (ft)	1			361	94	
Queue Length 95th (ft)	14			#998	153	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	304			1529	1564	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.90	0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1318	772	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1373	804	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	21	53	47	1528	1559	4
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	421	1052	2	1857	1895	5
Grp Volume(v), veh/h	8	0	1379	0	0	806
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.4	0.0	39.9	0.0	0.0	10.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	85	0	1575	0	0	1563
V/C Ratio(X)	0.09	0.00	0.88	0.00	0.00	0.52
Avail Cap(c_a), veh/h	341	0	1786	0	0	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	4.8	0.0	0.0	2.2
Incr Delay (d2), s/veh	0.5	0.0	4.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	21.6	0.0	0.0	5.3
LnGrp Delay(d),s/veh	36.2	0.0	9.5	0.0	0.0	2.4
LnGrp LOS	D		A			A
Approach Vol, veh/h	8			1379	806	
Approach Delay, s/veh	36.2			9.5	2.4	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.0		9.0		70.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		41.9		2.4		12.3		
Green Ext Time (p_c), s		23.1		0.0		35.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.973		
Satd. Flow (perm)	1707	0	0	1770	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.85	0.53	
Control Delay	19.6			14.0	5.6	
Queue Delay	0.0			0.1	0.0	
Total Delay	19.6			14.1	5.6	
Queue Length 50th (ft)	4			171	69	
Queue Length 95th (ft)	36			363	135	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	549			1726	1730	
Starvation Cap Reductn	0			105	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.63	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 55.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	985	620	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	995	626	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	49	79	91	1327	1311	27
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	637	1019	26	1820	1798	37
Grp Volume(v), veh/h	40	0	1027	0	0	639
Grp Sat Flow(s),veh/h/ln	1698	0	1846	0	0	1835
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.2	0.0	16.8	0.0	0.0	7.5
Prop In Lane	0.37	0.60	0.03			0.02
Lane Grp Cap(c), veh/h	131	0	1418	0	0	1339
V/C Ratio(X)	0.30	0.00	0.72	0.00	0.00	0.48
Avail Cap(c_a), veh/h	525	0	2684	0	0	2626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	1.3	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.6	0.0	0.0	3.6
LnGrp Delay(d),s/veh	23.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	40			1027	639	
Approach Delay, s/veh	23.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.7		9.0		42.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.8		3.2		9.5
Green Ext Time (p_c), s				18.9		0.0		19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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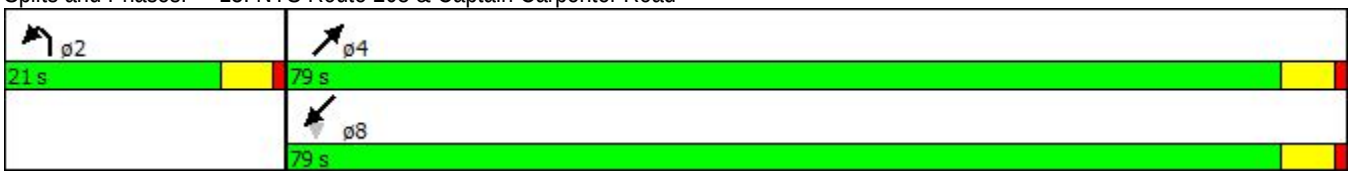
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.09		0.84			0.53
Control Delay	22.9		13.4			5.8
Queue Delay	0.0		0.0			0.0
Total Delay	22.9		13.4			5.8
Queue Length 50th (ft)	3		157			67
Queue Length 95th (ft)	24		325			128
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	559		1811			1784
Starvation Cap Reductn	0		0			50
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.56			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	978	22	3	620
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	988	22	3	626
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	92	42	1323	29	73	1334
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1155	533	1834	41	1	1849
Grp Volume(v), veh/h	20	0	0	1010	629	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1874	1850	0
Q Serve(g_s), s	0.5	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	16.4	7.2	0.0
Prop In Lane	0.65	0.30		0.02	0.00	
Lane Grp Cap(c), veh/h	141	0	0	1353	1407	0
V/C Ratio(X)	0.14	0.00	0.00	0.75	0.45	0.00
Avail Cap(c_a), veh/h	565	0	0	2758	2781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	4.2	2.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	8.5	3.6	0.0
LnGrp Delay(d),s/veh	22.0	0.0	0.0	5.1	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	20		1010			629
Approach Delay, s/veh	22.0		5.1			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.3				41.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		18.4				9.2
Green Ext Time (p_c), s		0.0		17.9				18.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		None	None	None	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.84	0.53	
Control Delay	22.5			13.2	5.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	22.5			13.2	5.5	
Queue Length 50th (ft)	1			154	66	
Queue Length 95th (ft)	9			293	113	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	576			1799	1819	
Starvation Cap Reductn	0			24	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.57	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 50.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	981	621	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	1011	640	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	54	54	72	1349	1359	4
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	690	690	1	1860	1875	6
Grp Volume(v), veh/h	5	0	1014	0	0	642
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1880
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.1	0.0	16.7	0.0	0.0	7.3
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	135	0	1420	0	0	1364
V/C Ratio(X)	0.04	0.00	0.71	0.00	0.00	0.47
Avail Cap(c_a), veh/h	542	0	2771	0	0	2732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.4	0.0	0.0	3.7
LnGrp Delay(d),s/veh	21.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			1014	642	
Approach Delay, s/veh	21.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.9		9.0		41.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.7		2.1		9.3
Green Ext Time (p_c), s				18.2		0.0		18.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.949
Satd. Flow (perm)	1674	0	1813	0	0	1710
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.14		0.84			0.57
Control Delay	19.0		13.5			6.5
Queue Delay	0.0		0.0			0.1
Total Delay	19.0		13.5			6.6
Queue Length 50th (ft)	4		158			73
Queue Length 95th (ft)	31		338			148
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	565		1800			1697
Starvation Cap Reductn	0		0			295
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.56			0.47

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 51.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	967	16	25	609
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1879	1900	1900	1864
Adj Flow Rate, veh/h	14	19	997	16	26	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	55	75	1343	22	94	1287
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	706	958	1845	30	29	1768
Grp Volume(v), veh/h	34	0	0	1013	654	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1874	1797	0
Q Serve(g_s), s	1.0	0.0	0.0	16.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	16.5	7.6	0.0
Prop In Lane	0.41	0.56		0.02	0.04	
Lane Grp Cap(c), veh/h	133	0	0	1364	1380	0
V/C Ratio(X)	0.26	0.00	0.00	0.74	0.47	0.00
Avail Cap(c_a), veh/h	533	0	0	2696	2592	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	4.1	2.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	8.5	3.9	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	5.0	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	34		1013			654
Approach Delay, s/veh	23.3		5.0			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		42.4				42.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		18.5				9.6
Green Ext Time (p_c), s		0.0		19.0				19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.820			0.798			0.996			0.974	
Satd. Flow (perm)	0	1481	0	0	1474	0	0	1865	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			5			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.09			0.22			0.83			0.54	
Control Delay		21.8			22.4			13.4			6.4	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		21.8			22.4			13.7			6.4	
Queue Length 50th (ft)		3			8			165			74	
Queue Length 95th (ft)		25			46			364			155	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		522			524			1837			1782	
Starvation Cap Reductn		0			0			242			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.09			0.64			0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	943	35	15	598	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	972	36	15	616	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	158	27	51	182	17	38	73	1306	48	82	1295	21
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	630	341	647	862	218	491	3	1797	66	14	1782	28
Grp Volume(v), veh/h	20	0	0	48	0	0	1015	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1570	0	0	1866	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.4	0.0	0.0	16.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.04	0.02		0.02
Lane Grp Cap(c), veh/h	235	0	0	237	0	0	1427	0	0	1397	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.20	0.00	0.00	0.71	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	621	0	0	625	0	0	2722	0	0	2627	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	22.4	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.7	0.0	0.0	8.4	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	22.2	0.0	0.0	22.8	0.0	0.0	4.9	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		20			48			1015			641	
Approach Delay, s/veh		22.2			22.8			4.9			3.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		42.2		9.0		42.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.4		18.6		2.5		9.4
Green Ext Time (p_c), s		0.2		18.6		0.2		19.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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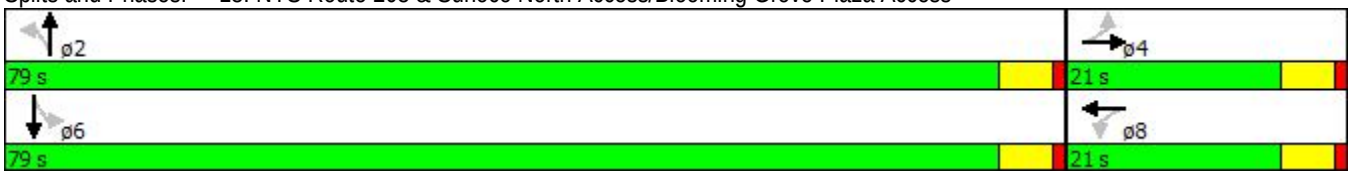
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.14			0.23			0.84			0.56	
Control Delay		26.5			17.7			14.1			6.5	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		26.5			17.7			14.1			6.9	
Queue Length 50th (ft)		6			6			160			70	
Queue Length 95th (ft)		35			44			356			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		469			573			1790			1698	
Starvation Cap Reductn		0			0			0			525	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.10			0.55			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	924	24	20	556	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1841	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	943	24	20	567	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	254	14	10	149	12	80	89	1274	32	92	1163	80
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1348	167	121	534	146	963	17	1800	45	20	1642	113
Grp Volume(v), veh/h	27	0	0	58	0	0	990	0	0	627	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1643	0	0	1862	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	15.5	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	278	0	0	242	0	0	1395	0	0	1335	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.00	0.71	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	647	0	0	646	0	0	2923	0	0	2757	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	0.0	4.3	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	20.6	0.0	0.0	21.3	0.0	0.0	5.0	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			990			627	
Approach Delay, s/veh		20.6			21.3			5.0			3.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		9.0		38.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		17.5		2.6		9.4		3.6
Green Ext Time (p_c), s		16.4		0.3		16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.108	
Satd. Flow (perm)	1928	0	1844	1583	207	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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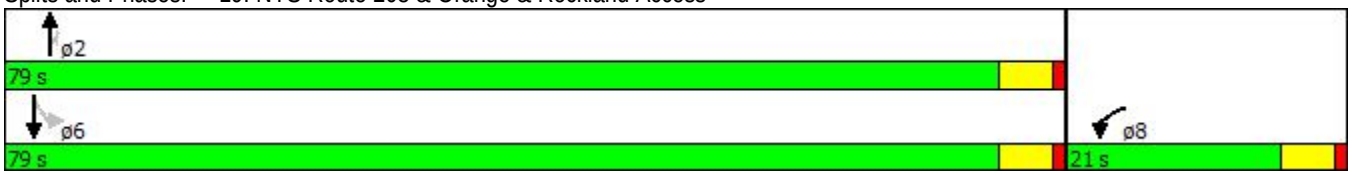
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.15		0.88	0.00	0.01	0.58
Control Delay	25.8		14.7	1.3	2.0	5.5
Queue Delay	0.0		0.8	0.0	0.0	0.0
Total Delay	25.8		15.5	1.3	2.0	5.5
Queue Length 50th (ft)	6		236	0	0	97
Queue Length 95th (ft)	36		482	1	1	173
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	514		1752	1504	197	1770
Starvation Cap Reductn	0		264	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.80	0.00	0.01	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	1107	3	2	737
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1190	3	2	792
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	54	51	1445	1241	299	1461
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	876	821	1844	1583	481	1863
Grp Volume(v), veh/h	32	0	1190	3	2	792
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	481	1863
Q Serve(g_s), s	1.1	0.0	25.5	0.0	0.2	10.4
Cycle Q Clear(g_c), s	1.1	0.0	25.5	0.0	25.7	10.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	108	0	1445	1241	299	1461
V/C Ratio(X)	0.30	0.00	0.82	0.00	0.01	0.54
Avail Cap(c_a), veh/h	433	0	2106	1808	472	2128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	4.3	1.5	12.1	2.6
Incr Delay (d2), s/veh	1.5	0.0	1.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	13.0	0.0	0.0	5.2
LnGrp Delay(d),s/veh	30.6	0.0	6.1	1.5	12.1	2.9
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	32		1193			794
Approach Delay, s/veh	30.6		6.1			3.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		55.8				55.8		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		27.5				27.7		3.1
Green Ext Time (p_c), s		23.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.61			0.37	0.76	
Control Delay	10.0			7.2	48.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.0			7.2	48.5	
Queue Length 50th (ft)	175			93	139	
Queue Length 95th (ft)	311			164	190	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1236			1290	409	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.61			0.36	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	418	221	0	397	216	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	492	260	0	467	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	834	441	0	1366	293	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1154	610	0	1891	1761	14
Grp Volume(v), veh/h	0	752	0	467	257	0
Grp Sat Flow(s),veh/h/ln	0	1764	0	1891	1782	0
Q Serve(g_s), s	0.0	18.5	0.0	8.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	18.5	0.0	8.2	12.6	0.0
Prop In Lane		0.35	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1275	0	1366	296	0
V/C Ratio(X)	0.00	0.59	0.00	0.34	0.87	0.00
Avail Cap(c_a), veh/h	0	1275	0	1366	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	4.6	36.6	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.7	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	4.4	7.2	0.0
LnGrp Delay(d),s/veh	0.0	8.0	0.0	5.3	48.3	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	752			467	257	
Approach Delay, s/veh	8.0			5.3	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.5				10.2		14.6
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.301	
Satd. Flow (perm)	1895	1401	1900	1423	536	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	40	780	39	27	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.19	0.50	0.03	0.05	0.51
Control Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Length 50th (ft)	28	0	208	1	2	122
Queue Length 95th (ft)	63	34	317	5	7	204
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	282	313	1555	1376	606	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.50	0.03	0.04	0.51

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	37	725	36	25	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	40	780	39	27	810
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	76	89	1561	1313	568	1682
Arrive On Green	0.04	0.04	0.82	0.82	0.02	0.88
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	40	780	39	27	810
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	3.2	15.7	0.5	0.3	11.1
Cycle Q Clear(g_c), s	2.2	3.2	15.7	0.5	0.3	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	76	89	1561	1313	568	1682
V/C Ratio(X)	0.45	0.45	0.50	0.03	0.05	0.48
Avail Cap(c_a), veh/h	286	255	1561	1313	749	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	57.3	3.4	1.2	2.6	1.6
Incr Delay (d2), s/veh	4.1	3.5	1.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	8.5	0.3	0.1	6.1
LnGrp Delay(d),s/veh	63.2	60.8	4.6	1.3	2.6	2.6
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	74		819			837
Approach Delay, s/veh	61.9		4.4			2.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	108.6				116.0		10.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	17.7				13.1		5.2
Green Ext Time (p_c), s	0.0	13.0				13.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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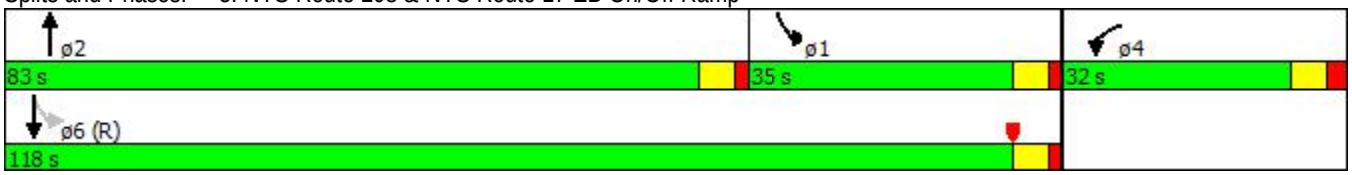
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	609	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1677	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	639	0	334	580
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	38.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	38.1	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	609	1411
V/C Ratio(X)	0.82	0.00	0.67	0.00	0.55	0.41
Avail Cap(c_a), veh/h	288	0	958	806	609	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.66	0.66
Uniform Delay (d), s/veh	68.8	0.0	26.7	0.0	25.3	0.0
Incr Delay (d2), s/veh	5.2	0.0	3.7	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	20.5	0.0	8.5	0.2
LnGrp Delay(d),s/veh	74.0	0.0	30.4	0.0	25.7	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	74.0		30.4			9.8
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	2.0	40.1		10.5		2.0		
Green Ext Time (p_c), s	0.9	1.9		0.2		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.982			0.957		0.258			0.430		
Satd. Flow (perm)	0	1630	0	0	1788	1631	498	1765	1607	769	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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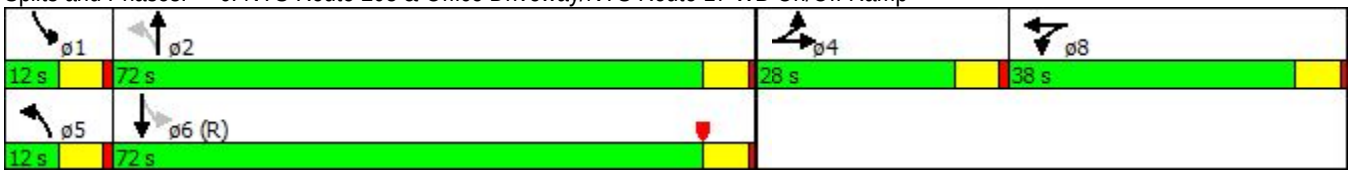
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.16	0.14	0.41	0.15	0.16	0.69	
Control Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Length 50th (ft)		88			215	0	19	165	0	29	288	
Queue Length 95th (ft)		152			296	0	m55	334	0	m59	#821	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	360	958	1607	522	956	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.16	0.14	0.41	0.15	0.16	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	356	832	707	390	777	43
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	115	0	0	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	236	0	0	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		73.1			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		12.6	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.327				0.950	
Satd. Flow (perm)	577	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	714	709	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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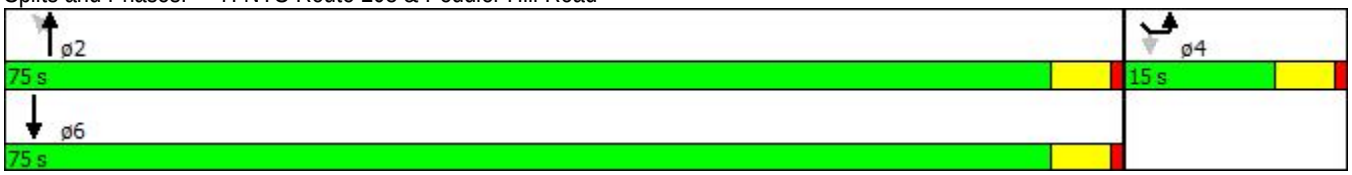
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.08	0.55	0.54		0.02	0.20
Control Delay	3.8	6.4	6.2		15.8	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	6.4	6.2		15.8	7.3
Queue Length 50th (ft)	2	74	72		1	0
Queue Length 95th (ft)	10	173	169		11	26
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	577	1730	1744		701	669
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.41	0.41		0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 29.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	707	691	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	714	698	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	502	1068	1059	17	100	89
Arrive On Green	0.58	0.58	0.58	0.58	0.06	0.06
Sat Flow, veh/h	748	1853	1838	29	1791	1599
Grp Volume(v), veh/h	33	714	0	709	8	73
Grp Sat Flow(s),veh/h/ln	748	1853	0	1867	1791	1599
Q Serve(g_s), s	0.9	7.2	0.0	7.1	0.1	1.2
Cycle Q Clear(g_c), s	7.9	7.2	0.0	7.1	0.1	1.2
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	502	1068	0	1075	100	89
V/C Ratio(X)	0.07	0.67	0.00	0.66	0.08	0.82
Avail Cap(c_a), veh/h	1998	4775	0	4810	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.0	0.0	3.9	12.2	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	0.0	3.6	0.1	0.7
LnGrp Delay(d),s/veh	6.7	4.2	0.0	4.2	12.3	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		747	709		81	
Approach Delay, s/veh		4.4	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.6		6.5		20.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		9.9		3.2		9.1		
Green Ext Time (p_c), s		5.7		0.1		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1829	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				10	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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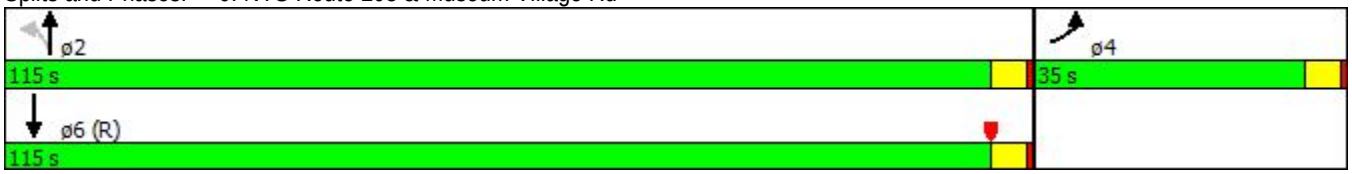
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.53	0.60	
Control Delay	52.1			4.9	11.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			4.9	11.6	
Queue Length 50th (ft)	83			76	334	
Queue Length 95th (ft)	143			110	442	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1343	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.53	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	673	711	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	687	726	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	30	1357	1248	134
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	8	1851	1702	183
Grp Volume(v), veh/h	104	0	695	0	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1885
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	29.8
Cycle Q Clear(g_c), s	7.8	0.0	23.6	0.0	0.0	29.8
Prop In Lane	0.87	0.12	0.01			0.10
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1382
V/C Ratio(X)	0.30	0.00	0.50	0.00	0.00	0.58
Avail Cap(c_a), veh/h	342	0	1387	0	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	8.5	0.0	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	12.2	0.0	0.0	16.1
LnGrp Delay(d),s/veh	53.4	0.0	8.6	0.0	0.0	11.1
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			695	804	
Approach Delay, s/veh	53.4			8.6	11.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		25.6		9.8		31.8		
Green Ext Time (p_c), s		5.4		0.3		5.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1780	0	1668	1818	1599	1727	1565	0	1728	1826	0
Flt Permitted	0.336			0.245			0.656			0.224		
Satd. Flow (perm)	567	1780	0	426	1818	1522	1166	1565	0	407	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				179					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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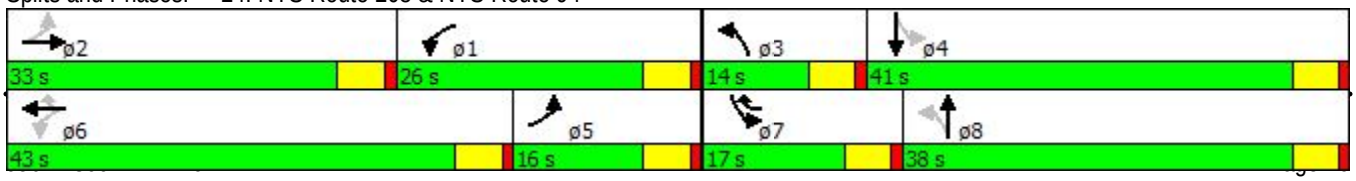
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.85	0.49	0.22	0.10	0.89		0.60	0.21	
Control Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Length 50th (ft)	13	243		139	142	0	16	264		87	69	
Queue Length 95th (ft)	26	#401		206	292	25	40	#452		148	129	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	368	528		487	766	826	501	544		354	761	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.70		0.62	0.41	0.22	0.09	0.74		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	442	361	47	344	385	483	465	138	315	308	487	158
Arrive On Green	0.19	0.25	0.25	0.15	0.20	0.20	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	1737	1467	190	1792	1881	1560	1791	500	1143	1792	1383	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1737	0	1657	1792	1881	1560	1791	0	1643	1792	0	1832
Q Serve(g_s), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Cycle Q Clear(g_c), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	442	0	408	344	385	483	465	0	453	308	0	646
V/C Ratio(X)	0.06	0.00	0.90	0.88	0.81	0.37	0.09	0.00	0.89	0.67	0.00	0.25
Avail Cap(c_a), veh/h	442	0	533	515	821	845	603	0	623	371	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	31.8	34.8	33.1	8.4	21.8	0.0	30.2	21.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	13.1	8.2	1.6	0.2	0.0	0.0	9.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.0	7.9	7.3	1.9	0.7	0.0	10.4	3.4	0.0	2.7
LnGrp Delay(d),s/veh	26.9	0.0	44.9	43.0	34.7	8.6	21.8	0.0	39.2	23.2	0.0	20.1
LnGrp LOS	C		D	D	C	A	C		D	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		43.7			32.0			37.6			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	26.4	7.3	35.7	21.3	22.8	14.0	29.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	20.7	3.5	7.4	2.0	15.8	8.8	22.4
Green Ext Time (p_c), s	0.4	0.8	0.0	2.1	0.4	1.7	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.967			0.957		0.274			0.438		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	528	1765	1607	784	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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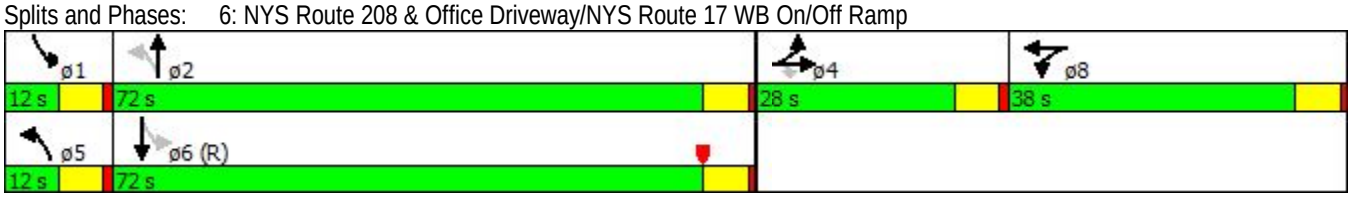
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.16	0.14	0.40	0.15	0.15	0.67	
Control Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Length 50th (ft)		60	0		215	0	18	165	0	27	288	
Queue Length 95th (ft)		109	0		296	0	m55	324	0	m58	374	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	385	993	1607	549	992	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.16	0.14	0.40	0.15	0.15	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	356	832	707	390	777	43
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	62	0	53	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	252	0	219	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		74.6			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		7.3	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.977		
Satd. Flow (perm)	1913	0	0	1804	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.73	0.70	
Control Delay	10.8			11.0	10.1	
Queue Delay	0.0			0.1	0.1	
Total Delay	10.8			11.1	10.1	
Queue Length 50th (ft)	1			80	75	
Queue Length 95th (ft)	17			167	156	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	889			1804	1824	
Starvation Cap Reductn	0			207	162	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.45	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	696	683	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	703	690	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	133	109	1173	1167	17
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	416	1249	17	1868	1859	27
Grp Volume(v), veh/h	25	0	722	0	0	700
Grp Sat Flow(s),veh/h/ln	1735	0	1885	0	0	1886
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	0.5	0.0	8.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	184	0	1282	0	0	1184
V/C Ratio(X)	0.14	0.00	0.56	0.00	0.00	0.59
Avail Cap(c_a), veh/h	738	0	3742	0	0	3710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	4.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.6	0.0	4.6	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	25			722	700	
Approach Delay, s/veh	15.6			4.6	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.6		9.0		28.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.5		10.3
Green Ext Time (p_c), s				13.1		0.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1832	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.78	0.77	
Control Delay	14.5			11.7	11.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.5			11.7	11.3	
Queue Length 50th (ft)	1			103	106	
Queue Length 95th (ft)	13			208	211	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	715			1832	1898	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.46	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	755	781	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	830	858	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	59	82	84	1258	1296	6
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	653	914	4	1834	1890	9
Grp Volume(v), veh/h	13	0	837	0	0	862
Grp Sat Flow(s),veh/h/ln	1697	0	1838	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.3	0.0	11.6	0.0	0.0	11.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	152	0	1342	0	0	1302
V/C Ratio(X)	0.09	0.00	0.62	0.00	0.00	0.66
Avail Cap(c_a), veh/h	609	0	3109	0	0	3151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	4.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.9	0.0	4.5	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	13			837	862	
Approach Delay, s/veh	18.9			4.5	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		9.0		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		13.6		2.3		13.6		
Green Ext Time (p_c), s		16.9		0.0		16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.950		
Satd. Flow (perm)	1726	0	0	1728	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.14			0.72	0.66	
Control Delay	9.8			11.2	9.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			11.2	9.4	
Queue Length 50th (ft)	2			75	67	
Queue Length 95th (ft)	23			165	145	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	864			1728	1797	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.39	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	624	616	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	637	629	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	48	143	133	1073	1099	19
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	419	1257	43	1781	1825	32
Grp Volume(v), veh/h	45	0	673	0	0	640
Grp Sat Flow(s),veh/h/ln	1714	0	1824	0	0	1857
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.8	0.0	7.8	0.0	0.0	7.4
Prop In Lane	0.24	0.73	0.05			0.02
Lane Grp Cap(c), veh/h	195	0	1206	0	0	1118
V/C Ratio(X)	0.23	0.00	0.56	0.00	0.00	0.57
Avail Cap(c_a), veh/h	828	0	3788	0	0	3852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	4.3	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	14.8	0.0	4.7	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	45			673	640	
Approach Delay, s/veh	14.8			4.7	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.2		9.0		26.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		2.8		9.4
Green Ext Time (p_c), s				11.4		0.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1813	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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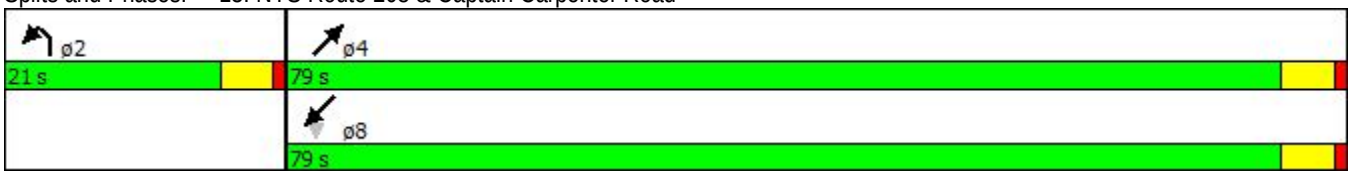
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.04		0.69			0.68
Control Delay	13.6		10.4			10.1
Queue Delay	0.0		0.0			0.1
Total Delay	13.6		10.4			10.2
Queue Length 50th (ft)	2		67			65
Queue Length 95th (ft)	12		141			135
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	839		1813			1808
Starvation Cap Reductn	0		0			287
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.41

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 33.2
Natural Cycle: 50
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	622	13	1	615
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1872
Adj Flow Rate, veh/h	12	1	635	13	1	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	185	15	1079	22	107	1099
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1566	131	1837	38	0	1871
Grp Volume(v), veh/h	14	0	0	648	629	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1875	1871	0
Q Serve(g_s), s	0.2	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.4	7.1	0.0
Prop In Lane	0.86	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	215	0	0	1101	1205	0
V/C Ratio(X)	0.06	0.00	0.00	0.59	0.52	0.00
Avail Cap(c_a), veh/h	862	0	0	4091	4183	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	4.4	4.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.8	3.6	0.0
LnGrp Delay(d),s/veh	13.4	0.0	0.0	4.9	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	14		648			629
Approach Delay, s/veh	13.4		4.9			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		24.9				24.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.2		9.4				9.1
Green Ext Time (p_c), s		0.0		10.5				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1711	0	0	1793	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.71	0.68	
Control Delay	12.2			10.6	9.9	
Queue Delay	0.0			0.1	0.0	
Total Delay	12.2			10.7	9.9	
Queue Length 50th (ft)	0			70	68	
Queue Length 95th (ft)	6			142	135	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	839			1793	1835	
Starvation Cap Reductn	0			270	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.44	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	619	614	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	659	653	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	79	79	105	1112	1132	5
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	690	2	1857	1890	9
Grp Volume(v), veh/h	5	0	663	0	0	656
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	0.0	7.7	0.0	0.0	7.4
Prop In Lane	0.40	0.40	0.01			0.00
Lane Grp Cap(c), veh/h	198	0	1218	0	0	1137
V/C Ratio(X)	0.03	0.00	0.54	0.00	0.00	0.58
Avail Cap(c_a), veh/h	790	0	4025	0	0	4024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	4.4	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	13.8	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			663	656	
Approach Delay, s/veh	13.8			4.7	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.9		9.0		25.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.7		2.1		9.4
Green Ext Time (p_c), s				11.2		0.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	23.0		77.0		77.0	77.0
Total Split (%)	23.0%		77.0%		77.0%	77.0%
Maximum Green (s)	18.0		72.0		72.0	72.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.69			0.71
Control Delay	10.6		10.3			11.0
Queue Delay	0.0		0.0			0.0
Total Delay	10.6		10.3			11.0
Queue Length 50th (ft)	2		70			72
Queue Length 95th (ft)	20		151			157
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	905		1815			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.36			0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	610	11	18	606
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1882	1900	1900	1882
Adj Flow Rate, veh/h	13	21	649	12	19	645
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	72	117	1106	20	117	1104
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	634	1024	1841	34	18	1838
Grp Volume(v), veh/h	35	0	0	661	664	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1876	1856	0
Q Serve(g_s), s	0.7	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	7.6	7.6	0.0
Prop In Lane	0.37	0.60		0.02	0.03	
Lane Grp Cap(c), veh/h	195	0	0	1126	1220	0
V/C Ratio(X)	0.18	0.00	0.00	0.59	0.54	0.00
Avail Cap(c_a), veh/h	876	0	0	3853	3849	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	4.3	4.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	4.0	0.0
LnGrp Delay(d),s/veh	14.5	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	35		661			664
Approach Delay, s/veh	14.5		4.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		26.1				26.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		18.0		72.0				72.0
Max Q Clear Time (g_c+I1), s		2.7		9.6				9.6
Green Ext Time (p_c), s		0.0		11.4				11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.773			0.828			0.989			0.995	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1854	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		60.5	60.5	
Total Split (s)	24.0	24.0		24.0	24.0		76.0	76.0		76.0	76.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		76.0%	76.0%		76.0%	76.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		71.0	71.0		71.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.07			0.10			0.69			0.68	
Control Delay		13.1			12.2			10.4			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			12.2			10.4			10.1	
Queue Length 50th (ft)		2			3			69			67	
Queue Length 95th (ft)		14			18			148			143	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		782			850			1854			1852	
Starvation Cap Reductn		0			0			41			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.03			0.36			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	603	18	5	607	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	628	19	5	632	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	271	37	40	223	50	67	110	1071	32	107	1095	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	803	318	345	557	430	581	8	1800	54	3	1842	12
Grp Volume(v), veh/h	17	0	0	27	0	0	657	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1568	0	0	1862	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.02		0.03	0.01		0.01
Lane Grp Cap(c), veh/h	348	0	0	340	0	0	1213	0	0	1209	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.08	0.00	0.00	0.54	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	958	0	0	992	0	0	3894	0	0	3900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.7	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		17			27			657			641	
Approach Delay, s/veh		13.7			13.8			4.8			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		25.5		9.0		25.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		19.0		71.0		19.0		71.0
Max Q Clear Time (g_c+I1), s		2.5		9.6		2.3		9.4
Green Ext Time (p_c), s		0.1		11.0		0.1		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.722			0.836			0.976			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1779	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			4			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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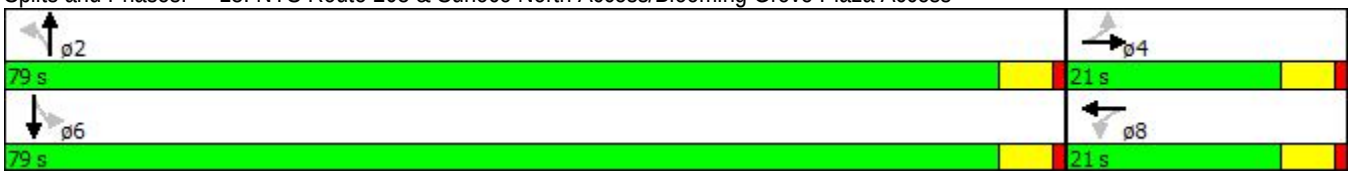
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.12			0.71			0.70	
Control Delay		15.0			11.7			11.0			10.5	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		15.0			11.7			11.0			10.6	
Queue Length 50th (ft)		4			3			74			69	
Queue Length 95th (ft)		22			23			159			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		683			787			1779			1754	
Starvation Cap Reductn		0			0			0			331	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.37			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 34.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	599	16	14	540	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	631	17	15	568	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	350	19	14	222	36	93	119	1056	28	116	964	103
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1278	164	115	568	308	788	18	1793	47	13	1636	175
Grp Volume(v), veh/h	27	0	0	38	0	0	667	0	0	645	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1663	0	0	1859	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.03	0.02		0.10
Lane Grp Cap(c), veh/h	382	0	0	351	0	0	1204	0	0	1183	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	908	0	0	917	0	0	4075	0	0	4010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	13.6	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	13.5	0.0	0.0	13.7	0.0	0.0	4.9	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			667			645	
Approach Delay, s/veh		13.5			13.7			4.9			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		9.0		25.1		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		2.4		9.5		2.6
Green Ext Time (p_c), s		10.4		0.2		10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.295	
Satd. Flow (perm)	1998	0	1844	1583	566	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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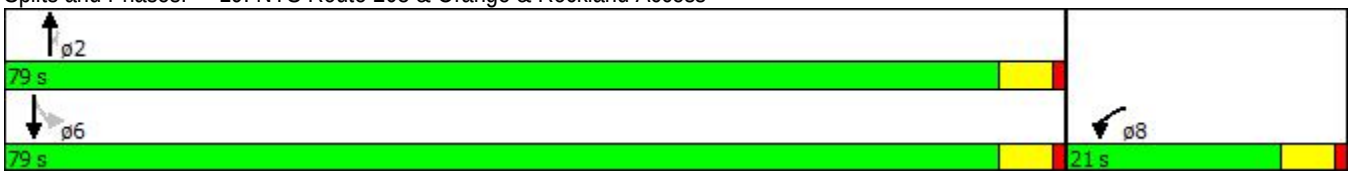
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.70	0.00	0.01	0.72
Control Delay	13.0		10.1	2.5	3.0	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.0		10.1	2.5	3.0	10.5
Queue Length 50th (ft)	0		74	0	0	80
Queue Length 95th (ft)	6		146	1	2	156
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	952		1844	1583	566	1900
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.38	0.00	0.00	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	680	2	2	721
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	694	2	2	736
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	81	81	1139	978	494	1174
Arrive On Green	0.11	0.11	0.62	0.62	0.62	0.62
Sat Flow, veh/h	739	739	1844	1583	768	1900
Grp Volume(v), veh/h	5	0	694	2	2	736
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	768	1900
Q Serve(g_s), s	0.1	0.0	8.5	0.0	0.1	8.9
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	8.5	8.9
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	202	0	1139	978	494	1174
V/C Ratio(X)	0.02	0.00	0.61	0.00	0.00	0.63
Avail Cap(c_a), veh/h	808	0	3726	3198	1572	3840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	4.3	2.7	6.9	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	4.7
LnGrp Delay(d),s/veh	14.6	0.0	4.8	2.7	6.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		696			738
Approach Delay, s/veh	14.6		4.8			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.6				27.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.5				10.9		2.1
Green Ext Time (p_c), s		11.8				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

BUILD CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	411	210	3	497	238	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1755	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	61					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	447	228	3	540	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	675	0	0	543	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	62.7			62.7	17.3	
Actuated g/C Ratio	0.70			0.70	0.19	
v/c Ratio	0.54			0.42	0.76	
Control Delay	8.8			7.9	48.4	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Delay	22.9			0.0	0.0	
Total Delay	31.7			7.9	48.4	
LOS	C			A	D	
Approach Delay	31.7			7.9	48.4	
Approach LOS	C			A	D	
Queue Length 50th (ft)	144			114	141	
Queue Length 95th (ft)	288			219	207	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1254			1297	410	
Starvation Cap Reductn	590			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.02			0.42	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	411	210	3	497	238	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	447	228	3	540	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	856	437	42	1371	298	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1189	607	2	1905	1762	14
Grp Volume(v), veh/h	0	675	543	0	262	0
Grp Sat Flow(s),veh/h/ln	0	1796	1907	0	1782	0
Q Serve(g_s), s	0.0	15.2	0.0	0.0	12.9	0.0
Cycle Q Clear(g_c), s	0.0	15.2	10.0	0.0	12.9	0.0
Prop In Lane		0.34	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1293	1413	0	301	0
V/C Ratio(X)	0.00	0.52	0.38	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1293	1413	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.69	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.7	4.9	0.0	36.4	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.8	0.0	12.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	5.4	0.0	7.4	0.0
LnGrp Delay(d),s/veh	0.0	6.7	5.7	0.0	48.9	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	675			543	262	
Approach Delay, s/veh	6.7			5.7	48.9	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.8				69.8		20.2
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		17.2				12.0		14.9
Green Ext Time (p_c), s		4.4				4.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	134	641	223	142	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.320	
Satd. Flow (perm)	1858	1583	1900	1464	543	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		140		150		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	140	668	232	148	808
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	140	668	232	148	808
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
Act Effct Green (s)	15.2	28.5	96.8	117.0	110.1	110.1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.11	0.21	0.72	0.86	0.81	0.81
v/c Ratio	0.67	0.32	0.49	0.18	0.29	0.56
Control Delay	73.6	8.3	10.6	0.9	4.4	6.4
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	73.6	8.3	11.0	0.9	4.4	6.4
LOS	E	A	B	A	A	A
Approach Delay	40.9		8.4			6.1
Approach LOS	D		A			A
Queue Length 50th (ft)	120	0	234	7	22	201
Queue Length 95th (ft)	193	54	376	20	43	333
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	515	1359	1333	560	1449
Starvation Cap Reductn	0	0	289	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.27	0.62	0.17	0.26	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 135.3			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	134	641	223	142	776
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	140	668	232	148	808
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	185	229	1429	1335	488	1577
Arrive On Green	0.10	0.10	0.75	0.75	0.04	0.83
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	140	668	232	148	808
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	10.4	17.9	3.4	2.4	17.0
Cycle Q Clear(g_c), s	9.8	10.4	17.9	3.4	2.4	17.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	185	229	1429	1335	488	1577
V/C Ratio(X)	0.76	0.61	0.47	0.17	0.30	0.51
Avail Cap(c_a), veh/h	280	316	1429	1335	621	1577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	54.3	6.3	1.7	4.8	3.5
Incr Delay (d2), s/veh	6.2	2.6	1.1	0.3	0.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	5.0	9.7	2.6	1.2	9.3
LnGrp Delay(d),s/veh	64.7	56.9	7.4	2.0	5.1	4.7
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	280		900			956
Approach Delay, s/veh	60.8		6.0			4.8
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	105.2				115.0		18.2
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	4.4	19.9				19.0		12.4
Green Ext Time (p_c), s	0.4	13.4				13.5		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	63	654	225	399	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955			0.850		
Flt Protected	0.968				0.950	
Satd. Flow (prot)	1725	0	1872	1591	1823	1900
Flt Permitted	0.968				0.245	
Satd. Flow (perm)	1725	0	1872	1591	470	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			157		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	66	681	234	416	669
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	681	234	416	669
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	19.8		83.2	150.0	118.2	118.2
Actuated g/C Ratio	0.13		0.55	1.00	0.79	0.79

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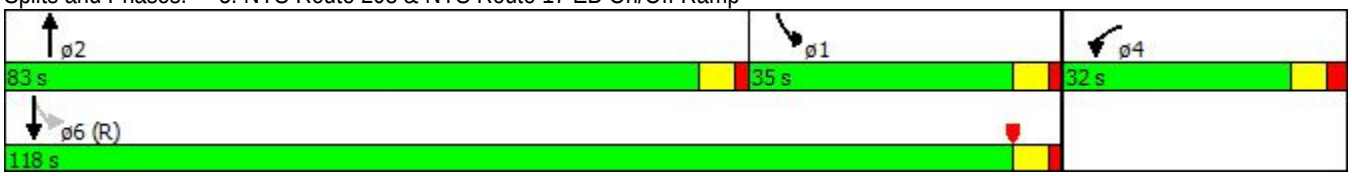
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.82		0.66	0.15	0.65	0.45
Control Delay	83.2		28.1	0.2	21.3	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.2		28.1	0.2	21.3	3.8
LOS	F		C	A	C	A
Approach Delay	83.2		21.0			10.5
Approach LOS	F		C			B
Queue Length 50th (ft)	175		456	0	90	109
Queue Length 95th (ft)	257		648	0	m203	m246
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1038	1591	636	1497
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.64		0.66	0.15	0.65	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	63	654	225	399	642
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1866	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	681	0	416	669
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	584	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1764	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	681	0	416	669
Grp Sat Flow(s),veh/h/ln	1777	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	41.5	0.0	4.2	0.0
Cycle Q Clear(g_c), s	10.9	0.0	41.5	0.0	4.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	584	1425
V/C Ratio(X)	0.84	0.00	0.70	0.00	0.71	0.47
Avail Cap(c_a), veh/h	302	0	967	822	584	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.38	0.38
Uniform Delay (d), s/veh	67.4	0.0	27.5	0.0	29.5	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.3	0.0	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	22.5	0.0	11.3	0.2
LnGrp Delay(d),s/veh	72.1	0.0	31.8	0.0	30.8	0.4
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		681			1085
Approach Delay, s/veh	72.1		31.8			12.1
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	6.2	43.5		12.9		2.0		
Green Ext Time (p_c), s	1.1	2.0		0.3		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	292	51	377	297	128	693	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.982			0.955		0.146			0.402		
Satd. Flow (perm)	0	1750	0	0	1833	1631	282	1782	1591	741	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			246		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	307	54	397	313	135	729	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	307	54	397	313	135	769	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Act Effct Green (s)		10.9			32.1	150.0	81.2	74.4	150.0	85.7	78.5	

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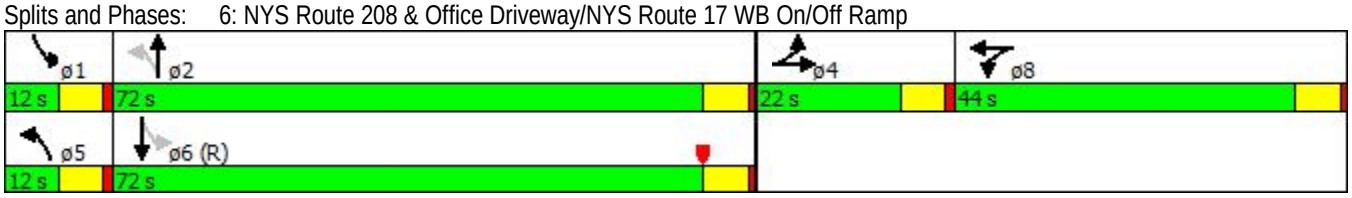
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.07			0.21	1.00	0.54	0.50	1.00	0.57	0.52	
v/c Ratio		0.66			0.89	0.19	0.24	0.45	0.20	0.28	0.87	
Control Delay		71.7			81.5	0.3	26.5	33.7	0.2	21.0	39.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	26.5	33.7	0.2	21.0	39.4	
LOS		E			F	A	C	C	A	C	D	
Approach Delay		71.7			43.4			19.5			36.7	
Approach LOS		E			D			B			D	
Queue Length 50th (ft)		72			331	0	26	197	0	64	379	
Queue Length 95th (ft)		133			437	0	m53	346	0	m100	#1048	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	223	883	1591	481	885	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.19	0.24	0.45	0.20	0.28	0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	292	51	377	297	128	693	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	397	0	135	729	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	234	840	700	403	778	43
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1715	94
Grp Volume(v), veh/h	98	0	0	348	0	0	54	397	0	135	0	769
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	22.0	0.0	6.0	0.0	39.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	22.0	0.0	6.0	0.0	39.6
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	234	840	700	403	0	820
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.23	0.47	0.00	0.33	0.00	0.94
Avail Cap(c_a), veh/h	184	0	0	464	0	413	258	840	700	403	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.71	0.71	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	27.1	29.7	0.0	24.4	0.0	5.6
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	0.4	1.3	0.0	0.5	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.2	11.9	0.0	3.2	0.0	21.5
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	27.4	31.0	0.0	24.9	0.0	25.1
LnGrp LOS	E			E			C	C		C		C
Approach Vol, veh/h		98			348			451			904	
Approach Delay, s/veh		77.6			78.1			30.6			25.0	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	24.0		10.4	4.4	41.6		29.9
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	6.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	715	856	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1739	0	1668	1492
Flt Permitted	0.228				0.950	
Satd. Flow (perm)	402	1747	1739	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	737	882	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	737	915	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
Act Effct Green (s)	32.3	32.3	32.3		7.1	7.1

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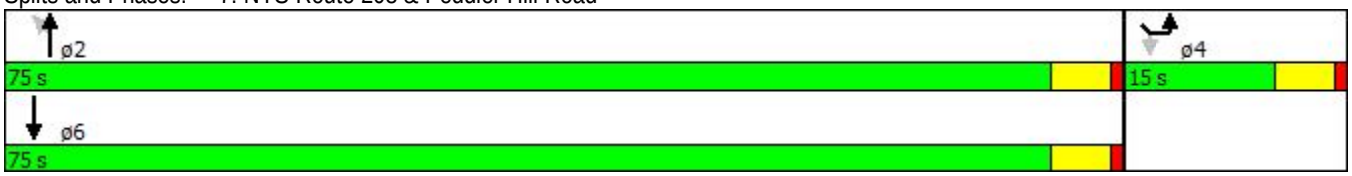
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Actuated g/C Ratio	0.81	0.81	0.81		0.18	0.18
v/c Ratio	0.19	0.52	0.65		0.13	0.18
Control Delay	4.6	5.2	7.2		23.3	10.2
Queue Delay	0.0	0.0	0.2		0.0	0.0
Total Delay	4.6	5.2	7.4		23.3	10.2
LOS	A	A	A		C	B
Approach Delay		5.2	7.4		15.5	
Approach LOS		A	A		B	
Queue Length 50th (ft)	5	85	127		8	0
Queue Length 95th (ft)	18	178	284		40	29
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	402	1747	1739		550	529
Starvation Cap Reductn	0	0	216		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.15	0.42	0.60		0.07	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 40			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	715	856	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	737	882	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	413	1253	1200	45	100	89
Arrive On Green	0.67	0.67	0.67	0.67	0.06	0.06
Sat Flow, veh/h	617	1872	1794	67	1791	1599
Grp Volume(v), veh/h	61	737	0	915	38	55
Grp Sat Flow(s),veh/h/ln	617	1872	0	1861	1791	1599
Q Serve(g_s), s	2.6	7.8	0.0	11.6	0.7	1.2
Cycle Q Clear(g_c), s	14.2	7.8	0.0	11.6	0.7	1.2
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	413	1253	0	1245	100	89
V/C Ratio(X)	0.15	0.59	0.00	0.73	0.38	0.62
Avail Cap(c_a), veh/h	1188	3602	0	3581	493	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	3.3	0.0	3.9	16.6	16.8
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.3	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.9	0.0	5.7	0.4	0.6
LnGrp Delay(d),s/veh	8.6	3.4	0.0	4.2	17.4	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		798	915		93	
Approach Delay, s/veh		3.8	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		29.3		7.0		29.3		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		16.2		3.2		13.6		
Green Ext Time (p_c), s		8.1		0.1		8.1		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	740	866	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.982		
Satd. Flow (perm)	1915	0	0	1831	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	771	902	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	785	913	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.2			27.5	27.5	
Actuated g/C Ratio	0.14			0.62	0.62	
v/c Ratio	0.10			0.69	0.80	
Control Delay	13.8			8.7	12.3	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.2	0.3	
Total Delay	13.8			8.9	12.6	
LOS	B			A	B	
Approach Delay	13.8			8.9	12.6	
Approach LOS	B			A	B	
Queue Length 50th (ft)	2			92	123	
Queue Length 95th (ft)	23			184	254	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	740			1831	1824	
Starvation Cap Reductn	0			304	320	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.51	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 44.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	740	866	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	771	902	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	37	103	84	1344	1321	16
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	448	1232	11	1896	1864	23
Grp Volume(v), veh/h	31	0	785	0	0	913
Grp Sat Flow(s),veh/h/ln	1736	0	1907	0	0	1887
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	0.8	0.0	9.6	0.0	0.0	13.1
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	145	0	1427	0	0	1337
V/C Ratio(X)	0.21	0.00	0.55	0.00	0.00	0.68
Avail Cap(c_a), veh/h	578	0	2975	0	0	2907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	3.4	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.9	0.0	0.0	6.8
LnGrp Delay(d),s/veh	21.3	0.0	3.8	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			785	913	
Approach Delay, s/veh	21.3			3.8	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				39.0		9.0		39.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				11.6		2.8		15.1
Green Ext Time (p_c), s				19.1		0.0		18.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	687	855	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1857	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				6	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	747	929	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	752	995	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
Act Effct Green (s)	36.0			104.0	104.0	
Actuated g/C Ratio	0.24			0.69	0.69	
v/c Ratio	0.53			0.60	0.77	
Control Delay	54.5			7.0	20.3	

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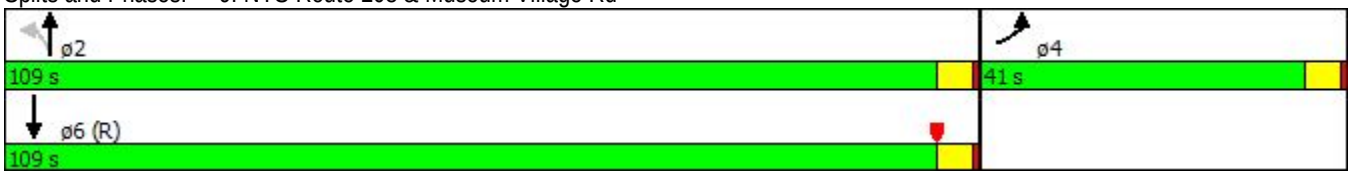
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			7.0	20.3	
LOS	D			A	C	
Approach Delay	54.5			7.0	20.3	
Approach LOS	D			A	C	
Queue Length 50th (ft)	184			119	592	
Queue Length 95th (ft)	272			153	786	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.60	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	687	855	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	747	929	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	27	1290	1240	88
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	4	1860	1789	127
Grp Volume(v), veh/h	217	0	752	0	0	995
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1916
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	49.7
Cycle Q Clear(g_c), s	16.0	0.0	30.9	0.0	0.0	49.7
Prop In Lane	0.93	0.07	0.01			0.07
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1328
V/C Ratio(X)	0.51	0.00	0.57	0.00	0.00	0.75
Avail Cap(c_a), veh/h	423	0	1316	0	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	11.8	0.0	0.0	14.7
Incr Delay (d2), s/veh	4.4	0.0	0.4	0.0	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	16.0	0.0	0.0	27.4
LnGrp Delay(d),s/veh	53.8	0.0	12.2	0.0	0.0	18.6
LnGrp LOS	D		B			B
Approach Vol, veh/h	217			752	995	
Approach Delay, s/veh	53.8			12.2	18.6	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		32.9		18.0		51.7		
Green Ext Time (p_c), s		7.3		0.6		7.2		

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	862	907	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	898	945	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	909	948	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.0			28.6	28.6	
Actuated g/C Ratio	0.13			0.64	0.64	
v/c Ratio	0.04			0.80	0.82	
Control Delay	15.9			12.0	12.6	
Queue Delay	0.0			0.0	0.1	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	15.9			12.0	12.7	
LOS	B			B	B	
Approach Delay	15.9			12.0	12.7	
Approach LOS	B			B	B	
Queue Length 50th (ft)	1			123	130	
Queue Length 95th (ft)	13			243	259	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	624			1788	1828	
Starvation Cap Reductn	0			0	189	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.51	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 45			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	862	907	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	898	945	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	23	93	75	1306	1329	4
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	302	1209	6	1790	1821	6
Grp Volume(v), veh/h	11	0	909	0	0	948
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	15.1
Cycle Q Clear(g_c), s	0.3	0.0	14.1	0.0	0.0	15.1
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	128	0	1381	0	0	1333
V/C Ratio(X)	0.09	0.00	0.66	0.00	0.00	0.71
Avail Cap(c_a), veh/h	513	0	2613	0	0	2609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	3.8	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.0	0.0	0.0	7.6
LnGrp Delay(d),s/veh	22.5	0.0	4.3	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			909	948	
Approach Delay, s/veh	22.5			4.3	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		42.8		9.0		42.8		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		16.1		2.3		17.1		
Green Ext Time (p_c), s		20.8		0.0		20.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	643	65	16	768	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.988			0.993	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1800	0	0	1831	0
Flt Permitted		0.983			0.958			0.920			0.979	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1661	0	0	1794	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				51		8			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	670	68	17	800	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	780	0	0	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		9.5			10.7	10.7		105.2			105.2	
Actuated g/C Ratio		0.07			0.08	0.08		0.75			0.75	
v/c Ratio		0.61			0.53	0.15		0.63			0.64	
Control Delay		64.4			75.7	5.9		11.9			12.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		2.2			10.3	
Total Delay		64.4			75.7	5.9		14.1			22.3	
LOS		E			E	A		B			C	
Approach Delay		64.4			57.8			14.1			22.3	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)		60			72	0		298			336	
Queue Length 95th (ft)		122			133	12		513			568	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		235			201	227		1246			1344	
Starvation Cap Reductn		0			0	0		318			459	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.39			0.40	0.12		0.84			0.97	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 140.4			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	643	65	16	768	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	670	68	17	800	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	38	21	53	95	13	97	77	1175	117	41	1350	70
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	597	327	828	1672	235	1722	64	1528	152	18	1755	91
Grp Volume(v), veh/h	91	0	0	81	0	28	780	0	0	859	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1744	0	0	1865	0	0
Q Serve(g_s), s	7.0	0.0	0.0	5.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	5.7	0.0	2.1	22.7	0.0	0.0	26.2	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.09	0.02		0.05
Lane Grp Cap(c), veh/h	113	0	0	108	0	97	1369	0	0	1461	0	0
V/C Ratio(X)	0.81	0.00	0.00	0.75	0.00	0.29	0.57	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	205	0	0	196	0	177	1369	0	0	1461	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.0	0.0	0.0	63.4	0.0	61.7	6.3	0.0	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	0.0	9.9	0.0	1.6	1.7	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	3.3	0.0	1.1	12.1	0.0	0.0	14.3	0.0	0.0
LnGrp Delay(d),s/veh	68.1	0.0	0.0	73.4	0.0	63.3	8.0	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	E			E		E	A			A		
Approach Vol, veh/h		91			109			780			859	
Approach Delay, s/veh		68.1			70.8			8.0			8.4	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		13.8		110.0		12.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		9.0		0.0		7.7
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	673	792	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1816	1816	0
Flt Permitted	0.988			0.956		
Satd. Flow (perm)	1724	0	0	1739	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	724	852	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	753	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.4			25.7	25.7	
Actuated g/C Ratio	0.15			0.60	0.60	
v/c Ratio	0.16			0.72	0.78	
Control Delay	12.2			10.0	11.9	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	0.0	
Total Delay	12.2			10.0	11.9	
LOS	B			B	B	
Approach Delay	12.2			10.0	11.9	
Approach LOS	B			B	B	
Queue Length 50th (ft)	2			91	111	
Queue Length 95th (ft)	28			195	240	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	740			1739	1816	
Starvation Cap Reductn	0			39	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.44	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 42.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	673	792	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	724	852	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	37	113	103	1236	1283	9
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	409	1266	29	1798	1866	13
Grp Volume(v), veh/h	46	0	753	0	0	858
Grp Sat Flow(s),veh/h/ln	1712	0	1827	0	0	1879
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	11.8
Cycle Q Clear(g_c), s	1.1	0.0	9.3	0.0	0.0	11.8
Prop In Lane	0.24	0.74	0.04			0.01
Lane Grp Cap(c), veh/h	153	0	1340	0	0	1292
V/C Ratio(X)	0.30	0.00	0.56	0.00	0.00	0.66
Avail Cap(c_a), veh/h	649	0	2988	0	0	3058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	3.6	0.0	0.0	4.0
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.7	0.0	0.0	5.9
LnGrp Delay(d),s/veh	20.2	0.0	4.0	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			753	858	
Approach Delay, s/veh	20.2			4.0	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				35.8		9.0		35.8
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				11.3		3.1		13.8
Green Ext Time (p_c), s				17.2		0.1		17.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	668	15	5	789
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1813	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	718	16	5	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	734	0	0	853
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.1		25.1			25.1
Actuated g/C Ratio	0.15		0.60			0.60
v/c Ratio	0.07		0.67			0.78
Control Delay	17.0		8.7			11.7

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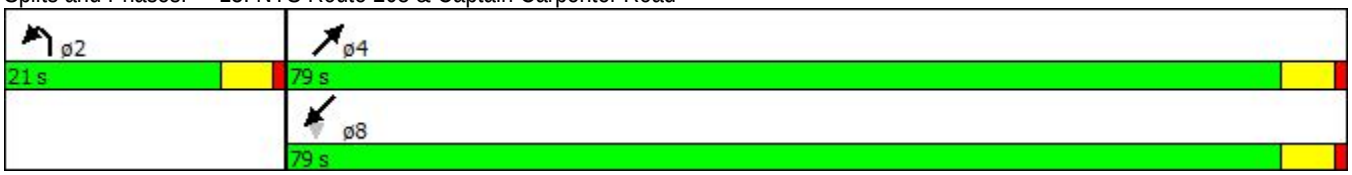
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.2
Total Delay	17.0		8.7			11.9
LOS	B		A			B
Approach Delay	17.0		8.7			11.9
Approach LOS	B		A			B
Queue Length 50th (ft)	2		84			110
Queue Length 95th (ft)	18		164			222
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	667		1813			1820
Starvation Cap Reductn	0		0			321
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.40			0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 41.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	668	15	5	789
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	718	16	5	848
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	99	54	1246	28	84	1281
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1082	590	1834	41	2	1885
Grp Volume(v), veh/h	18	0	0	734	853	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1874	1887	0
Q Serve(g_s), s	0.4	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	9.0	11.5	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	162	0	0	1274	1366	0
V/C Ratio(X)	0.11	0.00	0.00	0.58	0.62	0.00
Avail Cap(c_a), veh/h	648	0	0	3173	3263	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	3.7	4.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.6	5.9	0.0
LnGrp Delay(d),s/veh	18.5	0.0	0.0	4.1	4.6	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	18		734			853
Approach Delay, s/veh	18.5		4.1			4.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		34.7				34.7
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		11.0				13.5
Green Ext Time (p_c), s		0.0		16.3				16.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	672	793	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	700	826	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	702	828	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.7			22.3	22.3	
Actuated g/C Ratio	0.15			0.58	0.58	
v/c Ratio	0.01			0.67	0.77	
Control Delay	16.0			8.9	11.3	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.1	0.0	
Total Delay	16.0			9.0	11.3	
LOS	B			A	B	
Approach Delay	16.0			9.0	11.3	
Approach LOS	B			A	B	
Queue Length 50th (ft)	0			76	99	
Queue Length 95th (ft)	5			145	191	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	733			1797	1855	
Starvation Cap Reductn	0			299	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.47	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 38.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	672	793	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	700	826	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	56	56	87	1234	1270	3
Arrive On Green	0.10	0.10	0.66	0.66	0.66	0.66
Sat Flow, veh/h	583	583	1	1860	1914	5
Grp Volume(v), veh/h	3	0	702	0	0	828
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	10.6
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	0.0	10.6
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	168	0	1322	0	0	1273
V/C Ratio(X)	0.02	0.00	0.53	0.00	0.00	0.65
Avail Cap(c_a), veh/h	673	0	3387	0	0	3411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	3.8	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	5.5
LnGrp Delay(d),s/veh	17.1	0.0	4.1	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	3			702	828	
Approach Delay, s/veh	17.1			4.1	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				32.6		9.0		32.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.1		12.6
Green Ext Time (p_c), s				15.0		0.0		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	667	6	18	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	695	6	19	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	701	0	0	829
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.4		24.8			24.8
Actuated g/C Ratio	0.15		0.59			0.59
v/c Ratio	0.15		0.64			0.78
Control Delay	14.1		8.3			12.1

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.1
Total Delay	14.1		8.3			12.2
LOS	B		A			B
Approach Delay	14.1		8.3			12.2
Approach LOS	B		A			B
Queue Length 50th (ft)	4		79			107
Queue Length 95th (ft)	28		163			233
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	686		1835			1784
Starvation Cap Reductn	0		0			132
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.38			0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 41.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	667	6	18	778
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	695	6	19	810
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	70	89	1257	11	97	1233
Arrive On Green	0.09	0.09	0.67	0.67	0.67	0.67
Sat Flow, veh/h	736	940	1881	16	15	1844
Grp Volume(v), veh/h	42	0	0	701	829	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1897	1859	0
Q Serve(g_s), s	1.0	0.0	0.0	8.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	8.2	11.0	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	163	0	0	1268	1330	0
V/C Ratio(X)	0.26	0.00	0.00	0.55	0.62	0.00
Avail Cap(c_a), veh/h	650	0	0	3325	3302	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	3.7	4.1	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.2	5.7	0.0
LnGrp Delay(d),s/veh	18.6	0.0	0.0	4.1	4.6	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	42		701			829
Approach Delay, s/veh	18.6		4.1			4.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		33.2				33.2
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		10.2				13.0
Green Ext Time (p_c), s		0.1		15.3				15.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	658	28	20	758	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.815			0.787			0.997			0.976	
Satd. Flow (perm)	0	1534	0	0	1456	0	0	1867	0	0	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			6			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	731	31	22	842	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	765	0	0	873	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		7.2			7.2			27.1			27.1	
Actuated g/C Ratio		0.16			0.16			0.60			0.60	
v/c Ratio		0.04			0.24			0.68			0.78	
Control Delay		20.1			17.4			9.1			12.1	
Queue Delay		0.0			0.0			0.1			0.0	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Delay		20.1			17.4			9.2			12.1	
LOS		C			B			A			B	
Approach Delay		20.1			17.4			9.2			12.1	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		2			8			95			121	
Queue Length 95th (ft)		15			42			206			271	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		616			598			1867			1853	
Starvation Cap Reductn		0			0			216			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.10			0.46			0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 44.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	658	28	20	758	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	731	31	22	842	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	188	72	15	220	7	41	80	1240	52	93	1268	13
Arrive On Green	0.09	0.09	0.09	0.09	0.00	0.09	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	697	822	169	979	84	466	1	1790	76	18	1831	19
Grp Volume(v), veh/h	10	0	0	59	0	0	765	0	0	873	0	0
Grp Sat Flow(s),veh/h/ln	1688	0	0	1529	0	0	1866	0	0	1868	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.6	0.0	0.0	9.7	0.0	0.0	11.9	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.04	0.03		0.01
Lane Grp Cap(c), veh/h	275	0	0	268	0	0	1372	0	0	1375	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.22	0.00	0.00	0.56	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	720	0	0	698	0	0	3058	0	0	3030	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	19.7	0.0	0.0	3.6	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.7	0.0	0.0	5.0	0.0	0.0	6.2	0.0	0.0
LnGrp Delay(d),s/veh	19.1	0.0	0.0	20.1	0.0	0.0	4.0	0.0	0.0	4.5	0.0	0.0
LnGrp LOS	B			C			A			A		
Approach Vol, veh/h		10			59			765			873	
Approach Delay, s/veh		19.1			20.1			4.0			4.5	
Approach LOS		B			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		36.6		9.0		36.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.6		11.7		2.2		13.9
Green Ext Time (p_c), s		0.2		17.8		0.2		17.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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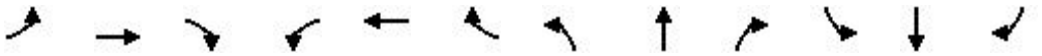

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	587	21	11	663	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.995			0.988	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1816	0	0	1804	0
Flt Permitted		0.752			0.827			0.966			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1758	0	0	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	631	23	12	713	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	677	0	0	793	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		6.5			6.5			22.8			22.8	
Actuated g/C Ratio		0.16			0.16			0.57			0.57	
v/c Ratio		0.11			0.11			0.67			0.77	
Control Delay		17.9			12.1			9.2			11.9	

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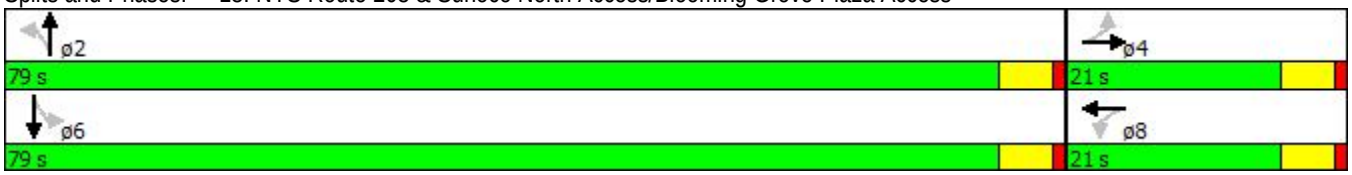
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		17.9			12.1			9.3			12.1	
LOS		B			B			A			B	
Approach Delay		17.9			12.1			9.3			12.1	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			1			76			98	
Queue Length 95th (ft)		26			21			160			210	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		631			694			1758			1786	
Starvation Cap Reductn		0			0			48			358	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.04			0.40			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 39.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	587	21	11	663	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	631	23	12	713	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	270	37	17	197	24	84	109	1132	40	98	1086	102
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1052	368	170	588	236	824	23	1756	63	8	1684	159
Grp Volume(v), veh/h	28	0	0	30	0	0	677	0	0	793	0	0
Grp Sat Flow(s),veh/h/ln	1589	0	0	1648	0	0	1842	0	0	1851	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	7.9	0.0	0.0	10.4	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.02		0.09
Lane Grp Cap(c), veh/h	325	0	0	305	0	0	1281	0	0	1286	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.10	0.00	0.00	0.53	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	791	0	0	788	0	0	3477	0	0	3538	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	16.2	0.0	0.0	3.9	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.1	0.0	0.0	5.2	0.0	0.0
LnGrp Delay(d),s/veh	16.2	0.0	0.0	16.3	0.0	0.0	4.2	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			677			793	
Approach Delay, s/veh		16.2			16.3			4.2			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.4		9.0		30.4		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.9		2.5		12.4		2.6
Green Ext Time (p_c), s		13.0		0.2		13.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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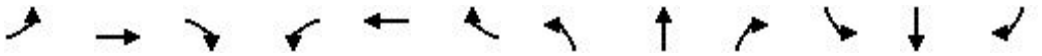

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	29	272	313	290	35	128	186	173	155	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.989				0.850		0.911			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1793	0	1668	1818	1583	1661	1598	0	1762	1819	0
Flt Permitted	0.312			0.211			0.618			0.198		
Satd. Flow (perm)	528	1793	0	370	1818	1505	1057	1598	0	367	1819	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	33	306	352	326	39	144	209	194	174	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	433	0	306	352	326	39	353	0	194	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	

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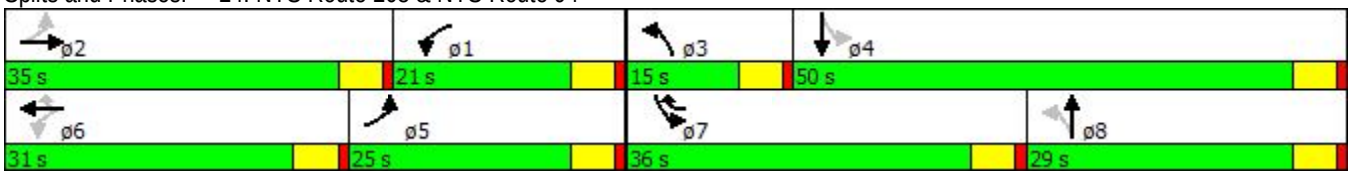
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	40.7	29.1		44.9	35.6	50.3	29.1	24.1		43.8	37.5	
Actuated g/C Ratio	0.39	0.28		0.43	0.34	0.48	0.28	0.23		0.42	0.36	
v/c Ratio	0.11	0.86		0.85	0.57	0.36	0.12	0.96		0.55	0.34	
Control Delay	18.9	54.0		57.6	37.0	2.6	20.1	78.5		25.9	25.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	54.0		57.6	37.0	2.6	20.1	78.5		25.9	25.8	
LOS	B	D		E	D	A	C	E		C	C	
Approach Delay		51.1			32.0			72.7			25.8	
Approach LOS		D			C			E			C	
Queue Length 50th (ft)	13	268		123	219	3	15	233		83	108	
Queue Length 95th (ft)	34	#470		#314	#382	27	35	#443		132	176	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	520		360	621	1100	404	369		571	797	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.83		0.85	0.57	0.30	0.10	0.96		0.34	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 104
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	29	272	313	290	35	128	186	173	155	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	33	306	352	326	39	144	209	194	174	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	457	437	36	344	419	511	369	162	235	309	448	131
Arrive On Green	0.21	0.28	0.28	0.15	0.22	0.22	0.02	0.24	0.24	0.10	0.32	0.32
Sat Flow, veh/h	1737	1542	127	1792	1881	1548	1723	681	989	1828	1410	413
Grp Volume(v), veh/h	39	0	433	306	352	326	39	0	353	194	0	225
Grp Sat Flow(s),veh/h/ln	1737	0	1669	1792	1881	1548	1723	0	1670	1828	0	1824
Q Serve(g_s), s	0.0	0.0	22.0	10.6	15.7	6.9	1.5	0.0	17.9	6.6	0.0	8.4
Cycle Q Clear(g_c), s	0.0	0.0	22.0	10.6	15.7	6.9	1.5	0.0	17.9	6.6	0.0	8.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.23
Lane Grp Cap(c), veh/h	457	0	473	344	419	511	369	0	397	309	0	580
V/C Ratio(X)	0.09	0.00	0.92	0.89	0.84	0.64	0.11	0.00	0.89	0.63	0.00	0.39
Avail Cap(c_a), veh/h	494	0	571	409	558	625	523	0	458	764	0	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	30.4	35.0	32.6	8.7	24.4	0.0	32.3	22.5	0.0	23.3
Incr Delay (d2), s/veh	0.0	0.0	16.1	16.9	6.6	0.7	0.0	0.0	16.0	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.2	8.8	8.9	3.3	0.7	0.0	10.0	3.4	0.0	4.3
LnGrp Delay(d),s/veh	27.2	0.0	46.5	51.9	39.2	9.4	24.5	0.0	48.3	23.2	0.0	23.4
LnGrp LOS	C		D	D	D	A	C		D	C		C
Approach Vol, veh/h		472			984			392			419	
Approach Delay, s/veh		44.9			33.3			46.0			23.3	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	29.8	7.1	32.9	23.1	24.5	14.2	25.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	12.6	24.0	3.5	10.4	2.0	17.7	8.6	19.9
Green Ext Time (p_c), s	0.2	0.8	0.0	2.2	0.6	1.8	0.6	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	292	51	377	297	128	693	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.968			0.955		0.163			0.409		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	314	1782	1591	754	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			246		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	307	54	397	313	135	729	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	307	54	397	313	135	769	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		8.8	8.8		32.8	150.0	84.5	77.7	150.0	89.7	82.2	

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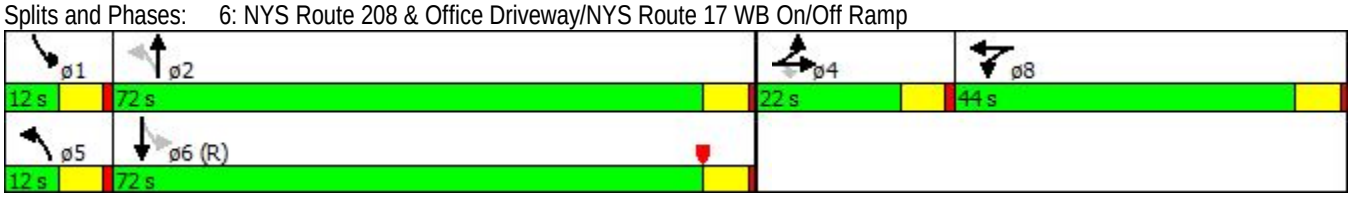
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.06	0.06		0.22	1.00	0.56	0.52	1.00	0.60	0.55	
v/c Ratio		0.49	0.23		0.87	0.19	0.22	0.43	0.20	0.26	0.83	
Control Delay		82.9	2.7		77.8	0.3	25.3	32.6	0.2	20.0	36.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	25.3	32.6	0.2	20.0	36.0	
LOS		F	A		E	A	C	C	A	B	D	
Approach Delay		46.0			41.4			18.8			33.6	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)		51	0		331	0	26	197	0	62	378	
Queue Length 95th (ft)		98	0		422	0	m53	346	0	m100	#1048	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	246	923	1591	510	926	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.19	0.22	0.43	0.20	0.26	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	292	51	377	297	128	693	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	397	0	135	729	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	234	840	700	403	778	43
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1715	94
Grp Volume(v), veh/h	53	0	45	348	0	0	54	397	0	135	0	769
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	22.0	0.0	6.0	0.0	39.6
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	22.0	0.0	6.0	0.0	39.6
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	234	840	700	403	0	820
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.23	0.47	0.00	0.33	0.00	0.94
Avail Cap(c_a), veh/h	196	0	172	464	0	413	258	840	700	403	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.71	0.71	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	27.1	29.7	0.0	24.4	0.0	5.6
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	0.4	1.3	0.0	0.5	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.2	11.9	0.0	1.3	0.0	21.5
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	27.4	31.0	0.0	24.9	0.0	25.1
LnGrp LOS	E		E	E			C	C		C		C
Approach Vol, veh/h		98			348			451			904	
Approach Delay, s/veh		74.8			78.1			30.6			25.0	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	24.0		6.3	4.4	41.6		29.9
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	6.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	690	6	2	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.307	
Satd. Flow (perm)	1862	0	1862	1353	589	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	711	6	2	893
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	711	6	2	893
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	5.9		24.3	24.3	24.3	24.3

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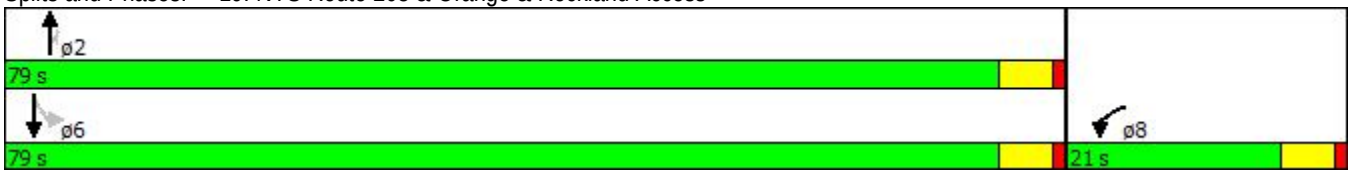
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.15		0.60	0.60	0.60	0.60
v/c Ratio	0.04		0.64	0.01	0.01	0.78
Control Delay	17.6		8.0	1.8	3.0	11.6
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	17.6		8.0	1.8	3.0	11.8
LOS	B		A	A	A	B
Approach Delay	17.6		7.9			11.8
Approach LOS	B		A			B
Queue Length 50th (ft)	2		77	0	0	113
Queue Length 95th (ft)	13		146	2	1	222
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	760		1862	1353	589	1900
Starvation Cap Reductn	0		0	0	0	249
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.38	0.00	0.00	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 40.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	690	6	2	866
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	711	6	2	893
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	114	29	1262	917	526	1287
Arrive On Green	0.09	0.09	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1243	311	1862	1353	754	1900
Grp Volume(v), veh/h	11	0	711	6	2	893
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	754	1900
Q Serve(g_s), s	0.3	0.0	8.6	0.1	0.1	12.4
Cycle Q Clear(g_c), s	0.3	0.0	8.6	0.1	8.7	12.4
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	157	0	1262	917	526	1287
V/C Ratio(X)	0.07	0.00	0.56	0.01	0.00	0.69
Avail Cap(c_a), veh/h	630	0	3173	2305	1300	3238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	3.7	2.3	5.9	4.3
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.5	0.0	0.0	6.4
LnGrp Delay(d),s/veh	18.2	0.0	4.0	2.3	5.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	11		717			895
Approach Delay, s/veh	18.2		4.0			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		34.4				34.4		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.6				14.4		2.3
Green Ext Time (p_c), s		15.1				15.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK AM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	311	124	0	598	301	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected					0.953	
Satd. Flow (prot)	1703	0	0	1775	1750	0
Flt Permitted					0.953	
Satd. Flow (perm)	1703	0	0	1775	1750	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	41					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	5%	4%	5%	5%
Adj. Flow (vph)	362	144	0	695	350	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	0	695	351	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	60.0		60.0	60.0	30.0	
Total Split (%)	66.7%		66.7%	66.7%	33.3%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	57.9			57.9	22.1	
Actuated g/C Ratio	0.64			0.64	0.25	
v/c Ratio	0.46			0.61	0.82	
Control Delay	9.9			13.4	47.4	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Delay	13.2			0.0	0.0	
Total Delay	23.1			13.4	47.4	
LOS	C			B	D	
Approach Delay	23.1			13.4	47.4	
Approach LOS	C			B	D	
Queue Length 50th (ft)	120			211	188	
Queue Length 95th (ft)	210			351	249	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1124			1156	500	
Starvation Cap Reductn	596			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.96			0.60	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	311	124	0	598	301	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1831	1910	1910	1836	1837	1928
Adj Flow Rate, veh/h	362	144	0	695	350	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	0	0
Cap, veh/h	830	330	0	1221	389	1
Arrive On Green	0.67	0.67	0.00	0.67	0.22	0.22
Sat Flow, veh/h	1247	496	0	1836	1739	5
Grp Volume(v), veh/h	0	506	0	695	352	0
Grp Sat Flow(s),veh/h/ln	0	1743	0	1836	1749	0
Q Serve(g_s), s	0.0	12.3	0.0	18.4	17.6	0.0
Cycle Q Clear(g_c), s	0.0	12.3	0.0	18.4	17.6	0.0
Prop In Lane		0.28	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1160	0	1221	391	0
V/C Ratio(X)	0.00	0.44	0.00	0.57	0.90	0.00
Avail Cap(c_a), veh/h	0	1160	0	1221	486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.1	0.0	8.1	34.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.9	15.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	0.0	9.7	10.2	0.0
LnGrp Delay(d),s/veh	0.0	8.1	0.0	10.0	49.2	0.0
LnGrp LOS		A		B	D	
Approach Vol, veh/h	506			695	352	
Approach Delay, s/veh	8.1			10.0	49.2	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		64.9				64.9		25.1
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		25.0
Max Q Clear Time (g_c+I1), s		14.3				20.4		19.6
Green Ext Time (p_c), s		4.3				4.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	129	415	113	125	1181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1714
Flt Permitted	0.950				0.418	
Satd. Flow (perm)	1858	1552	1845	1493	730	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		139		122		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	139	446	122	134	1270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	139	446	122	134	1270
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	43.0	17.0	80.0	43.0	17.0	97.0
Total Split (%)	30.7%	12.1%	57.1%	30.7%	12.1%	69.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
Act Effct Green (s)	20.5	34.0	78.7	104.3	92.2	92.2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.17	0.28	0.64	0.85	0.75	0.75
v/c Ratio	0.74	0.26	0.38	0.09	0.22	0.99
Control Delay	63.1	6.1	12.6	0.4	5.7	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	6.1	12.6	0.4	5.7	38.8
LOS	E	A	B	A	A	D
Approach Delay	41.6		10.0			35.6
Approach LOS	D		A			D
Queue Length 50th (ft)	175	0	153	0	25	830
Queue Length 95th (ft)	263	46	278	8	55	#1442
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	576	571	1183	1456	639	1287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.24	0.38	0.08	0.21	0.99

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 122.7	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	214	129	415	113	125	1181
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1836
Adj Flow Rate, veh/h	230	139	446	122	134	1270
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	284	319	1261	1337	622	1404
Arrive On Green	0.15	0.15	0.68	0.68	0.04	0.76
Sat Flow, veh/h	1863	1662	1845	1599	1783	1836
Grp Volume(v), veh/h	230	139	446	122	134	1270
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1836
Q Serve(g_s), s	14.4	8.9	12.1	1.6	2.5	63.6
Cycle Q Clear(g_c), s	14.4	8.9	12.1	1.6	2.5	63.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	284	319	1261	1337	622	1404
V/C Ratio(X)	0.81	0.44	0.35	0.09	0.22	0.90
Avail Cap(c_a), veh/h	588	591	1261	1337	729	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	42.9	8.0	1.8	5.4	10.8
Incr Delay (d2), s/veh	5.5	0.9	0.8	0.1	0.2	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	4.1	6.5	1.4	1.3	35.3
LnGrp Delay(d),s/veh	54.8	43.8	8.7	1.9	5.6	20.7
LnGrp LOS	D	D	A	A	A	C
Approach Vol, veh/h	369		568			1404
Approach Delay, s/veh	50.7		7.3			19.3
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	87.2				97.0		23.4
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	12.0	75.0				92.0		38.0
Max Q Clear Time (g_c+I1), s	4.5	14.1				65.6		16.4
Green Ext Time (p_c), s	0.3	20.7				14.7		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	104	611	355	596	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.144	
Satd. Flow (perm)	1697	0	1818	1575	266	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	31			265		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	112	657	382	641	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	657	382	641	584
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	24.0		68.0		58.0	126.0
Total Split (%)	16.0%		45.3%		38.7%	84.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.2		62.8	150.0	120.8	120.8
Actuated g/C Ratio	0.11		0.42	1.00	0.81	0.81

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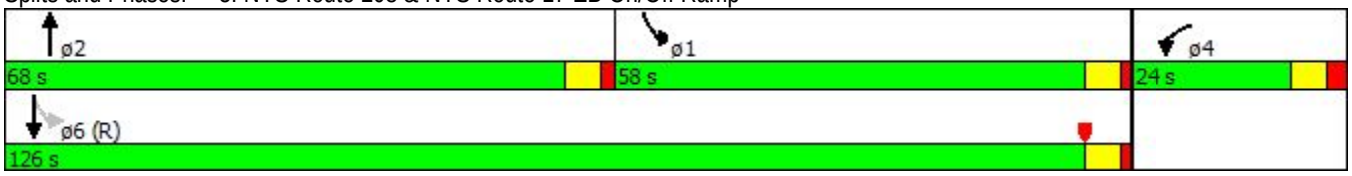
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.95		0.86	0.24	0.87	0.39
Control Delay	102.6		52.9	0.4	50.3	5.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	102.6		52.9	0.4	50.3	5.9
LOS	F		D	A	D	A
Approach Delay	102.6		33.6			29.1
Approach LOS	F		C			C
Queue Length 50th (ft)	177		582	0	550	223
Queue Length 95th (ft)	#339		#810	0	m483	m174
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	225		761	1575	734	1515
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.93		0.86	0.24	0.87	0.39

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 37.2 Intersection LOS: D
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	104	611	355	596	543
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1818	1853	1845	1881
Adj Flow Rate, veh/h	97	0	657	0	641	584
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	2	4	2
Cap, veh/h	119	0	757	656	719	1511
Arrive On Green	0.07	0.00	0.42	0.00	0.23	0.54
Sat Flow, veh/h	1766	0	1818	1575	1757	1881
Grp Volume(v), veh/h	98	0	657	0	641	584
Grp Sat Flow(s),veh/h/ln	1784	0	1818	1575	1757	1881
Q Serve(g_s), s	8.1	0.0	49.5	0.0	43.7	27.1
Cycle Q Clear(g_c), s	8.1	0.0	49.5	0.0	43.7	27.1
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	757	656	719	1511
V/C Ratio(X)	0.82	0.00	0.87	0.00	0.89	0.39
Avail Cap(c_a), veh/h	208	0	757	656	719	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	69.0	0.0	40.0	0.0	50.0	13.1
Incr Delay (d2), s/veh	5.1	0.0	12.8	0.0	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	27.5	0.0	25.8	14.1
LnGrp Delay(d),s/veh	74.1	0.0	52.8	0.0	51.4	13.1
LnGrp LOS	E		D		D	B
Approach Vol, veh/h	98		657			1225
Approach Delay, s/veh	74.1		52.8			33.2
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	58.0	68.0		16.6		126.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	52.5	62.5		17.5		120.5		
Max Q Clear Time (g_c+I1), s	45.7	51.5		10.1		29.1		
Green Ext Time (p_c), s	1.4	1.6		0.1		1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	152	60	279	358	174	966	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935				0.850			0.850		0.995	
Flt Protected		0.981			0.961		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1808	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.981			0.961		0.043			0.513		
Satd. Flow (perm)	0	1709	0	0	1808	1599	81	1731	1607	927	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			401		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	177	70	324	416	202	1123	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	191	177	70	324	416	202	1160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	13.0	13.0		32.0	32.0		12.0	93.0		12.0	93.0	
Total Split (%)	8.7%	8.7%		21.3%	21.3%		8.0%	62.0%		8.0%	62.0%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Act Effct Green (s)		6.2			20.0	150.0	100.2	93.3	150.0	103.8	95.0	

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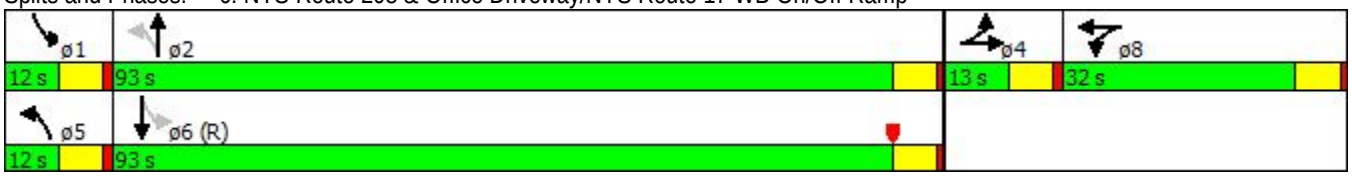
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.04			0.13	1.00	0.67	0.62	1.00	0.69	0.63	
v/c Ratio		0.54			0.80	0.11	0.53	0.30	0.26	0.29	1.11	
Control Delay		64.2			85.6	0.1	38.9	20.6	0.2	10.5	82.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		64.2			85.6	0.1	38.9	20.6	0.2	10.5	82.6	
LOS		E			F	A	D	C	A	B	F	
Approach Delay		64.2			44.5			11.7			71.9	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)		26			184	0	45	137	0	74	~1334	
Queue Length 95th (ft)		68			249	0	m56	m181	m0	m86	m#1346	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		101			313	1599	133	1075	1607	687	1044	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.50			0.61	0.11	0.53	0.30	0.26	0.29	1.11	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 49.0 Intersection LOS: D
Intersection Capacity Utilization 86.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	152	60	279	358	174	966	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	324	0	202	1123	37
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	24	9	30	178	38	191	114	1076	932	618	1011	33
Arrive On Green	0.05	0.04	0.04	0.13	0.12	0.00	0.03	0.58	0.00	0.08	1.00	1.00
Sat Flow, veh/h	641	236	810	1485	322	1599	1801	1854	1607	1721	1707	56
Grp Volume(v), veh/h	50	0	0	191	0	0	70	324	0	202	0	1160
Grp Sat Flow(s),veh/h/ln	1688	0	0	1807	0	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.3	0.0	6.0	0.0	84.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	15.6	0.0	0.0	2.4	13.3	0.0	6.0	0.0	84.0
Prop In Lane	0.38		0.48	0.82		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	63	0	0	216	0	191	114	1076	932	618	0	1044
V/C Ratio(X)	0.79	0.00	0.00	0.88	0.00	0.00	0.62	0.30	0.00	0.33	0.00	1.11
Avail Cap(c_a), veh/h	79	0	0	313	0	277	136	1076	932	618	0	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.39	0.39	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	64.2	0.0	0.0	36.7	16.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	14.1	0.0	0.0	2.3	0.3	0.0	0.3	0.0	63.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	8.6	0.0	0.0	1.8	6.9	0.0	3.6	0.0	18.4
LnGrp Delay(d),s/veh	98.8	0.0	0.0	78.3	0.0	0.0	39.0	16.3	0.0	14.7	0.0	63.5
LnGrp LOS	F			E			D	B		B		F
Approach Vol, veh/h		50			191			394			1362	
Approach Delay, s/veh		98.8			78.3			20.3			56.2	
Approach LOS		F			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	93.0		11.6	10.2	94.8		23.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	87.0		7.0	6.0	87.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.3		6.4	4.4	86.0		17.6
Green Ext Time (p_c), s	0.0	14.1		0.0	0.0	0.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	36	447	1211	8	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.097				0.950	
Satd. Flow (perm)	168	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			100
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%
Adj. Flow (vph)	39	481	1302	9	9	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	481	1311	0	9	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
Act Effct Green (s)	66.5	66.5	66.5		6.7	6.7

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Actuated g/C Ratio	0.83	0.83	0.83		0.08	0.08
v/c Ratio	0.28	0.34	0.93		0.07	0.56
Control Delay	8.8	3.3	22.3		34.8	21.6
Queue Delay	0.0	0.0	2.2		0.0	0.0
Total Delay	8.8	3.3	24.5		34.8	21.6
LOS	A	A	C		C	C
Approach Delay		3.7	24.5		22.5	
Approach LOS		A	C		C	
Queue Length 50th (ft)	3	45	391		4	10
Queue Length 95th (ft)	23	110	#1022		18	58
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	139	1411	1410		308	357
Starvation Cap Reductn	0	0	41		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.28	0.34	0.96		0.03	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 79.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road

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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	36	447	1211	8	8	112
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1818	1890	1844	1844
Adj Flow Rate, veh/h	39	481	1302	9	9	120
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	172	1409	1398	10	170	152
Arrive On Green	0.78	0.78	0.78	0.78	0.10	0.10
Sat Flow, veh/h	416	1818	1803	12	1756	1568
Grp Volume(v), veh/h	39	481	0	1311	9	120
Grp Sat Flow(s),veh/h/ln	416	1818	0	1816	1756	1568
Q Serve(g_s), s	6.5	6.3	0.0	45.6	0.4	5.8
Cycle Q Clear(g_c), s	52.1	6.3	0.0	45.6	0.4	5.8
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	172	1409	0	1407	170	152
V/C Ratio(X)	0.23	0.34	0.00	0.93	0.05	0.79
Avail Cap(c_a), veh/h	196	1514	0	1512	338	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	2.7	0.0	7.1	32.0	34.5
Incr Delay (d2), s/veh	0.2	0.1	0.0	9.9	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.1	0.0	25.7	0.2	2.7
LnGrp Delay(d),s/veh	28.4	2.7	0.0	17.0	32.0	37.9
LnGrp LOS	C	A		B	C	D
Approach Vol, veh/h		520	1311		129	
Approach Delay, s/veh		4.7	17.0		37.5	
Approach LOS		A	B		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		65.5		12.6		65.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		65.0		15.0		65.0		
Max Q Clear Time (g_c+I1), s		54.1		7.8		47.6		
Green Ext Time (p_c), s		6.4		0.2		8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	13	36	13	442	1183	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.999	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1877	0	0	1809	1773	0
Flt Permitted	0.987			0.958		
Satd. Flow (perm)	1877	0	0	1735	1773	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	39				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	14	39	14	475	1272	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	489	1277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.6			67.7	67.7	
Actuated g/C Ratio	0.08			0.80	0.80	
v/c Ratio	0.29			0.35	0.90	
Control Delay	22.2			3.1	16.9	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	1.6	
Total Delay	22.2			3.1	18.6	
LOS	C			A	B	
Approach Delay	22.2			3.1	18.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	8			48	321	
Queue Length 95th (ft)	43			92	#956	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	392			1500	1533	
Starvation Cap Reductn	0			0	120	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			0.33	0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 84.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	13	36	13	442	1183	5
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1874	1836	1910
Adj Flow Rate, veh/h	14	39	14	475	1272	5
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	27	74	66	1435	1458	6
Arrive On Green	0.06	0.06	0.80	0.80	0.80	0.80
Sat Flow, veh/h	440	1227	17	1799	1828	7
Grp Volume(v), veh/h	54	0	489	0	0	1277
Grp Sat Flow(s),veh/h/ln	1699	0	1816	0	0	1835
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	32.6
Cycle Q Clear(g_c), s	2.2	0.0	5.0	0.0	0.0	32.6
Prop In Lane	0.26	0.72	0.03			0.00
Lane Grp Cap(c), veh/h	102	0	1501	0	0	1463
V/C Ratio(X)	0.53	0.00	0.33	0.00	0.00	0.87
Avail Cap(c_a), veh/h	386	0	1937	0	0	1930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	2.0	0.0	0.0	4.7
Incr Delay (d2), s/veh	4.2	0.0	0.1	0.0	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.5	0.0	0.0	17.1
LnGrp Delay(d),s/veh	36.2	0.0	2.1	0.0	0.0	8.5
LnGrp LOS	D		A			A
Approach Vol, veh/h	54			489	1277	
Approach Delay, s/veh	36.2			2.1	8.5	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				61.1		9.2		61.1
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.0		4.2		34.6
Green Ext Time (p_c), s				27.1		0.1		21.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	21	5	457	1174	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.979	
Flt Protected	0.961					
Satd. Flow (prot)	1667	0	0	1758	1769	0
Flt Permitted	0.961			0.686		
Satd. Flow (perm)	1667	0	0	1206	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				27	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	93	23	5	497	1276	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	502	1515	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	20.0		130.0	130.0	130.0	
Total Split (%)	13.3%		86.7%	86.7%	86.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
Act Effct Green (s)	15.0			125.0	125.0	
Actuated g/C Ratio	0.10			0.83	0.83	
v/c Ratio	0.67			0.50	1.03	
Control Delay	80.4			3.7	43.5	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0			0.0	0.0	
Total Delay	80.4			3.7	43.5	
LOS	F			A	D	
Approach Delay	80.4			3.7	43.5	
Approach LOS	F			A	D	
Queue Length 50th (ft)	105			43	~1570	
Queue Length 95th (ft)	#189			61	#1839	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	173			1005	1478	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.67			0.50	1.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 36.1		Intersection LOS: D	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	86	21	5	457	1174	220
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1869	1938
Adj Flow Rate, veh/h	93	23	5	497	1276	239
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	136	34	24	1078	1276	239
Arrive On Green	0.10	0.10	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1364	337	0	1293	1532	287
Grp Volume(v), veh/h	117	0	502	0	0	1515
Grp Sat Flow(s),veh/h/ln	1716	0	1293	0	0	1819
Q Serve(g_s), s	9.9	0.0	0.2	0.0	0.0	124.8
Cycle Q Clear(g_c), s	9.9	0.0	125.0	0.0	0.0	124.8
Prop In Lane	0.79	0.20	0.01			0.16
Lane Grp Cap(c), veh/h	172	0	1102	0	0	1515
V/C Ratio(X)	0.68	0.00	0.46	0.00	0.00	1.00
Avail Cap(c_a), veh/h	172	0	1102	0	0	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	65.2	0.0	14.8	0.0	0.0	12.5
Incr Delay (d2), s/veh	19.7	0.0	0.1	0.0	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	10.1	0.0	0.0	70.3
LnGrp Delay(d),s/veh	84.9	0.0	14.9	0.0	0.0	35.5
LnGrp LOS	F		B			D
Approach Vol, veh/h	117			502	1515	
Approach Delay, s/veh	84.9			14.9	35.5	
Approach LOS	F			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		125.0		15.0		125.0		
Max Q Clear Time (g_c+I1), s		127.0		11.9		126.8		
Green Ext Time (p_c), s		0.0		0.1		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	2	537	1392	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1603	0	0	1809	1845	0
Flt Permitted				0.838		
Satd. Flow (perm)	1603	0	0	1516	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	74					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	1	2	577	1497	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	579	1498	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.5			74.0	74.0	
Actuated g/C Ratio	0.06			0.83	0.83	
v/c Ratio	0.01			0.46	0.98	
Control Delay	0.0			3.5	28.4	
Queue Delay	0.0			0.0	3.3	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	0.0			3.5	31.7	
LOS	A			A	C	
Approach Delay	0.0			3.5	31.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	0			62	528	
Queue Length 95th (ft)	0			97	#1128	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	347			1253	1525	
Starvation Cap Reductn	0			0	25	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.46	1.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 89.5			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	2	537	1392	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	2	577	1497	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	39	43	1512	1545	1
Arrive On Green	0.00	0.05	0.84	0.84	0.84	0.84
Sat Flow, veh/h	0	852	1	1804	1844	1
Grp Volume(v), veh/h	0	2	579	0	0	1498
Grp Sat Flow(s),veh/h/ln	0	1703	1805	0	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	60.4
Cycle Q Clear(g_c), s	0.0	0.1	6.6	0.0	0.0	60.4
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	79	1555	0	0	1547
V/C Ratio(X)	0.00	0.03	0.37	0.00	0.00	0.97
Avail Cap(c_a), veh/h	0	315	1585	0	0	1578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	39.4	1.7	0.0	0.0	6.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.3	0.0	0.0	35.9
LnGrp Delay(d),s/veh	0.0	39.5	1.8	0.0	0.0	21.7
LnGrp LOS		D	A			C
Approach Vol, veh/h	2			579	1498	
Approach Delay, s/veh	39.5			1.8	21.7	
Approach LOS	D			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		77.5		9.0		77.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		8.6		2.1		62.4		
Green Ext Time (p_c), s		38.5		0.0		10.1		

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Notes

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	22	5	52	81	15	24	22	412	21	18	1056	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911				0.850		0.994			0.994	
Flt Protected		0.986			0.960			0.998			0.999	
Satd. Flow (prot)	0	1840	0	0	1924	1493	0	1750	0	0	1761	0
Flt Permitted		0.986			0.960			0.919			0.990	
Satd. Flow (perm)	0	1840	0	0	1924	1493	0	1611	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				59		4			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	8%	1%	22%	1%	4%	21%	18%	4%	1%
Adj. Flow (vph)	23	5	55	85	16	25	23	434	22	19	1112	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	101	25	0	479	0	0	1182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		18.0	18.0	18.0	91.0	91.0		91.0	91.0	
Total Split (%)	16.2%	16.2%		13.8%	13.8%	13.8%	70.0%	70.0%		70.0%	70.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		6.9			10.8	10.8		86.4			86.4	
Actuated g/C Ratio		0.06			0.09	0.09		0.74			0.74	
v/c Ratio		0.52			0.57	0.13		0.40			0.92	
Control Delay		34.9			64.9	1.4		7.8			27.1	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		0.4			45.9	
Total Delay		34.9			64.9	1.4		8.2			73.0	
LOS		C			E	A		A			E	
Approach Delay		34.9			52.3			8.2			73.0	
Approach LOS		C			D			A			E	
Queue Length 50th (ft)		21			75	0		126			680	
Queue Length 95th (ft)		73			138	2		218			#1233	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		300			215	219		1191			1290	
Starvation Cap Reductn		0			0	0		310			222	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.47	0.11		0.54			1.11	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 116.9
Natural Cycle: 100
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 53.3 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	5	52	81	15	24	22	412	21	18	1056	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1937	1881	1948	1895	1660	1910	1825	1910	1910	1834	1910
Adj Flow Rate, veh/h	23	5	55	85	16	25	23	434	22	19	1112	51
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	22	4	4	4	4	4	4
Cap, veh/h	29	6	69	110	21	101	65	1131	56	42	1266	58
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	475	103	1135	1530	288	1411	44	1531	76	14	1714	78
Grp Volume(v), veh/h	83	0	0	101	0	25	479	0	0	1182	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1818	0	1411	1651	0	0	1806	0	0
Q Serve(g_s), s	5.6	0.0	0.0	6.4	0.0	2.0	0.0	0.0	0.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.4	0.0	2.0	11.0	0.0	0.0	57.0	0.0	0.0
Prop In Lane	0.28		0.66	0.84		1.00	0.05		0.05	0.02		0.04
Lane Grp Cap(c), veh/h	105	0	0	130	0	101	1251	0	0	1365	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.77	0.00	0.25	0.38	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	235	0	0	203	0	158	1251	0	0	1365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.9	0.0	0.0	53.1	0.0	51.1	5.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	9.4	0.0	1.3	0.9	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	3.5	0.0	0.8	5.8	0.0	0.0	30.8	0.0	0.0
LnGrp Delay(d),s/veh	58.9	0.0	0.0	62.5	0.0	52.3	6.3	0.0	0.0	18.9	0.0	0.0
LnGrp LOS	E			E		D	A			B		
Approach Vol, veh/h		83			126			479			1182	
Approach Delay, s/veh		58.9			60.5			6.3			18.9	
Approach LOS		E			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		91.0		12.1		91.0		13.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		86.0		16.0		86.0		13.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		8.4
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	24	8	450	1098	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.999	
Flt Protected	0.985			0.999		
Satd. Flow (prot)	1623	0	0	1758	1746	0
Flt Permitted	0.985			0.980		
Satd. Flow (perm)	1623	0	0	1724	1746	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	26				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	5%	25%	4%	4%	17%
Adj. Flow (vph)	11	26	9	479	1168	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	488	1174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.7			54.7	54.7	
Actuated g/C Ratio	0.09			0.76	0.76	
v/c Ratio	0.21			0.37	0.89	
Control Delay	23.1			3.5	15.9	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.2	0.0	
Total Delay	23.1			3.7	15.9	
LOS	C			A	B	
Approach Delay	23.1			3.7	15.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	5			48	251	
Queue Length 95th (ft)	36			91	568	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	403			1595	1615	
Starvation Cap Reductn	0			440	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.09			0.42	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 72			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	24	8	450	1098	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1881	1900	1820	1807	1881
Adj Flow Rate, veh/h	11	26	9	479	1168	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	30	72	66	1380	1389	7
Arrive On Green	0.06	0.06	0.77	0.77	0.77	0.77
Sat Flow, veh/h	467	1104	9	1786	1797	9
Grp Volume(v), veh/h	38	0	488	0	0	1174
Grp Sat Flow(s),veh/h/ln	1614	0	1795	0	0	1806
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	26.0
Cycle Q Clear(g_c), s	1.4	0.0	5.1	0.0	0.0	26.0
Prop In Lane	0.29	0.68	0.02			0.01
Lane Grp Cap(c), veh/h	105	0	1446	0	0	1396
V/C Ratio(X)	0.36	0.00	0.34	0.00	0.00	0.84
Avail Cap(c_a), veh/h	419	0	2185	0	0	2168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	2.2	0.0	0.0	4.5
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.5	0.0	0.0	13.1
LnGrp Delay(d),s/veh	29.7	0.0	2.3	0.0	0.0	6.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	38			488	1174	
Approach Delay, s/veh	29.7			2.3	6.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				52.6		9.0		52.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.1		3.4		28.0
Green Ext Time (p_c), s				22.0		0.0		19.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	2	457	2	2	1094
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.999			
Flt Protected	0.959					
Satd. Flow (prot)	1673	0	1764	0	0	1757
Flt Permitted	0.959					
Satd. Flow (perm)	1673	0	1764	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	4%	1%	1%	4%
Adj. Flow (vph)	11	2	486	2	2	1164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	488	0	0	1166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.4		52.0			52.0
Actuated g/C Ratio	0.09		0.75			0.75
v/c Ratio	0.08		0.37			0.88
Control Delay	35.1		3.4			15.2

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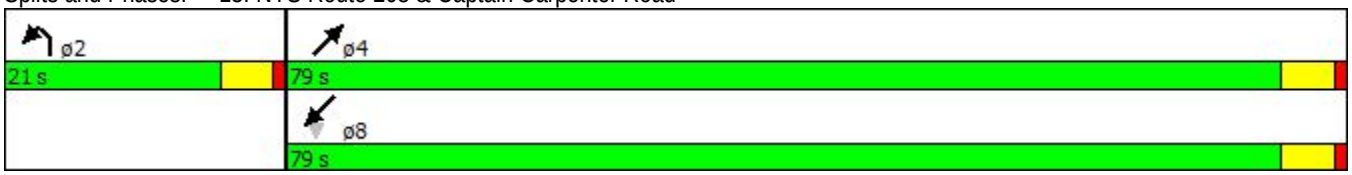
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.2
Total Delay	35.1		3.4			15.4
LOS	D		A			B
Approach Delay	35.1		3.4			15.4
Approach LOS	D		A			B
Queue Length 50th (ft)	4		47			242
Queue Length 95th (ft)	24		81			493
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	414		1654			1647
Starvation Cap Reductn	0		0			71
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.30			0.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 69.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	2	457	2	2	1094
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1928	1827	1900	1890	1818
Adj Flow Rate, veh/h	11	2	486	2	2	1164
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	93	17	1397	6	60	1396
Arrive On Green	0.07	0.07	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1409	256	1818	7	0	1817
Grp Volume(v), veh/h	14	0	0	488	1166	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1826	1817	0
Q Serve(g_s), s	0.4	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	5.1	25.0	0.0
Prop In Lane	0.79	0.14		0.00	0.00	
Lane Grp Cap(c), veh/h	119	0	0	1402	1456	0
V/C Ratio(X)	0.12	0.00	0.00	0.35	0.80	0.00
Avail Cap(c_a), veh/h	475	0	0	2238	2286	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	2.2	4.5	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.5	12.4	0.0
LnGrp Delay(d),s/veh	27.0	0.0	0.0	2.4	5.7	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	14		488			1166
Approach Delay, s/veh	27.0		2.4			5.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		51.4				51.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		7.1				27.0
Green Ext Time (p_c), s		0.0		21.4				19.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	1	0	459	1095	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1627	0	0	1748	1784	0
Flt Permitted						
Satd. Flow (perm)	1627	0	0	1748	1784	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	140					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	4%	0%
Adj. Flow (vph)	0	1	0	483	1153	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	483	1155	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.9			47.9	47.9	
Actuated g/C Ratio	0.09			0.74	0.74	
v/c Ratio	0.00			0.37	0.87	
Control Delay	0.0			3.4	13.8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	0.0	
Total Delay	0.0			3.4	13.8	
LOS	A			A	B	
Approach Delay	0.0			3.4	13.8	
Approach LOS	A			A	B	
Queue Length 50th (ft)	0			44	217	
Queue Length 95th (ft)	0			67	379	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	533			1687	1722	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.29	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 64.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	1	0	459	1095	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1845	1919
Adj Flow Rate, veh/h	0	1	0	483	1153	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	0	59	0	1376	1401	2
Arrive On Green	0.00	0.07	0.00	0.76	0.76	0.76
Sat Flow, veh/h	0	864	0	1809	1842	3
Grp Volume(v), veh/h	0	2	0	483	0	1155
Grp Sat Flow(s),veh/h/ln	0	1728	0	1809	0	1845
Q Serve(g_s), s	0.0	0.1	0.0	5.1	0.0	23.4
Cycle Q Clear(g_c), s	0.0	0.1	0.0	5.1	0.0	23.4
Prop In Lane	0.00	0.50	0.00			0.00
Lane Grp Cap(c), veh/h	0	118	0	1376	0	1404
V/C Ratio(X)	0.00	0.02	0.00	0.35	0.00	0.82
Avail Cap(c_a), veh/h	0	472	0	2286	0	2331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.4	0.0	2.3	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	11.7
LnGrp Delay(d),s/veh	0.0	25.5	0.0	2.4	0.0	5.7
LnGrp LOS		C		A		A
Approach Vol, veh/h	2			483	1155	
Approach Delay, s/veh	25.5			2.4	5.7	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				49.6		9.0		49.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				7.1		2.1		25.4
Green Ext Time (p_c), s				20.8		0.0		19.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	22	454	5	7	1085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916		0.998			
Flt Protected	0.982					
Satd. Flow (prot)	1610	0	1759	0	0	1762
Flt Permitted	0.982					0.997
Satd. Flow (perm)	1610	0	1759	0	0	1756
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	1%	4%	20%	43%	4%
Adj. Flow (vph)	15	25	516	6	8	1233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	522	0	0	1241
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.8		64.4			64.4
Actuated g/C Ratio	0.08		0.79			0.79
v/c Ratio	0.26		0.38			0.89
Control Delay	25.9		3.3			16.7

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			4.6
Total Delay	25.9		3.3			21.3
LOS	C		A			C
Approach Delay	25.9		3.3			21.3
Approach LOS	C		A			C
Queue Length 50th (ft)	8		53			304
Queue Length 95th (ft)	38		97			#685
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	345		1559			1556
Starvation Cap Reductn	0		0			247
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.12		0.33			0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 81.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	22	454	5	7	1085
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1919	1824	1900	1900	1823
Adj Flow Rate, veh/h	15	25	516	6	8	1233
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	36	60	1424	17	56	1437
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	602	1003	1799	21	3	1816
Grp Volume(v), veh/h	41	0	0	522	1241	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1820	1819	0
Q Serve(g_s), s	1.6	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	5.6	29.9	0.0
Prop In Lane	0.37	0.61		0.01	0.01	
Lane Grp Cap(c), veh/h	98	0	0	1441	1494	0
V/C Ratio(X)	0.42	0.00	0.00	0.36	0.83	0.00
Avail Cap(c_a), veh/h	392	0	0	2005	2055	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	2.0	4.6	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.2	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.8	15.0	0.0
LnGrp Delay(d),s/veh	33.3	0.0	0.0	2.2	6.8	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	41		522			1241
Approach Delay, s/veh	33.3		2.2			6.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		58.2				58.2
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.6		7.6				31.9
Green Ext Time (p_c), s		0.0		25.5				21.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	8	0	2	25	0	15	1	466	10	3	1065	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.950			0.997				
Flt Protected		0.961			0.970							
Satd. Flow (prot)	0	1771	0	0	1679	0	0	1819	0	0	1827	0
Flt Permitted		0.756			0.803			0.999			0.999	
Satd. Flow (perm)	0	1394	0	0	1390	0	0	1817	0	0	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			22			3				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	14%	100%	4%	1%	1%	4%	1%
Adj. Flow (vph)	9	0	2	27	0	16	1	501	11	3	1145	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	43	0	0	513	0	0	1151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		7.2			7.2			46.6			46.6	
Actuated g/C Ratio		0.11			0.11			0.72			0.72	
v/c Ratio		0.06			0.25			0.39			0.88	
Control Delay		9.1			25.4			4.1			15.3	
Queue Delay		0.0			0.0			0.2			0.0	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Delay		9.1			25.4			4.3			15.3	
LOS		A			C			A			B	
Approach Delay		9.1			25.4			4.3			15.3	
Approach LOS		A			C			A			B	
Queue Length 50th (ft)		0			7			52			228	
Queue Length 95th (ft)		10			44			103			500	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		390			389			1726			1733	
Starvation Cap Reductn		0			0			568			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.11			0.44			0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 64.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	8	0	2	25	0	15	1	466	10	3	1065	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1891	1910	1928	1822	1928	1900	1825	1900	1900	1827	1900
Adj Flow Rate, veh/h	9	0	2	27	0	16	1	501	11	3	1145	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	188	11	20	154	7	37	61	1358	30	61	1390	4
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1146	161	290	815	104	545	0	1777	39	1	1820	5
Grp Volume(v), veh/h	11	0	0	43	0	0	513	0	0	1151	0	0
Grp Sat Flow(s),veh/h/ln	1597	0	0	1464	0	0	1817	0	0	1825	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.6	0.0	0.0	5.5	0.0	0.0	23.9	0.0	0.0
Prop In Lane	0.82		0.18	0.63		0.37	0.00		0.02	0.00		0.00
Lane Grp Cap(c), veh/h	218	0	0	198	0	0	1449	0	0	1455	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.22	0.00	0.00	0.35	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	510	0	0	488	0	0	2323	0	0	2336	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.5	0.0	0.0	2.3	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.0	0.0	2.8	0.0	0.0	11.9	0.0	0.0
LnGrp Delay(d),s/veh	26.0	0.0	0.0	27.1	0.0	0.0	2.4	0.0	0.0	5.5	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		11			43			513			1151	
Approach Delay, s/veh		26.0			27.1			2.4			5.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		50.3		9.0		50.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.6		7.5		2.3		25.9
Green Ext Time (p_c), s		0.1		21.3		0.1		19.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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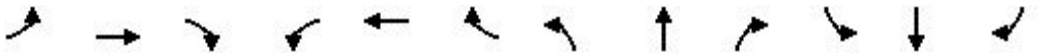

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	2	14	3	1	2	38	423	17	5	806	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.955			0.995			0.987	
Flt Protected		0.980			0.976			0.996				
Satd. Flow (prot)	0	1820	0	0	1938	0	0	1765	0	0	1740	0
Flt Permitted		0.863			0.850			0.899			0.998	
Satd. Flow (perm)	0	1602	0	0	1688	0	0	1593	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			5			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	4%	1%
Adj. Flow (vph)	12	2	15	3	1	2	40	450	18	5	857	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	6	0	0	508	0	0	956	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		6.6			6.6			32.4			32.4	
Actuated g/C Ratio		0.13			0.13			0.65			0.65	
v/c Ratio		0.13			0.03			0.49			0.84	
Control Delay		19.3			22.8			5.6			13.9	

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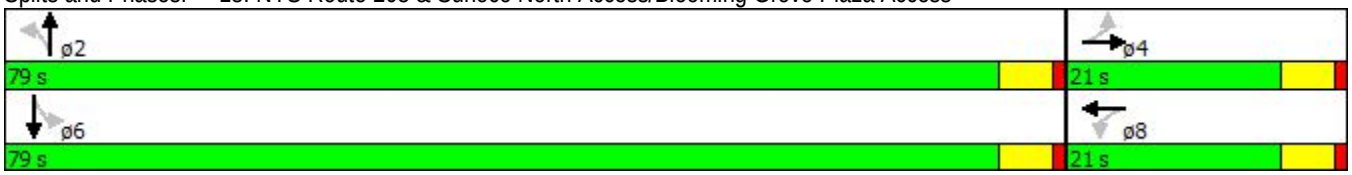
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		19.3			22.8			5.7			14.4	
LOS		B			C			A			B	
Approach Delay		19.3			22.8			5.7			14.4	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		3			1			51			143	
Queue Length 95th (ft)		29			12			104			311	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		561			582			1593			1736	
Starvation Cap Reductn		0			0			112			351	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.01			0.34			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 49.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	2	14	3	1	2	38	423	17	5	806	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1910	1966	1910	1910	1842	1910	1890	1823	1890
Adj Flow Rate, veh/h	12	2	15	3	1	2	40	450	18	5	857	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	4	4	4	4	4	4
Cap, veh/h	152	27	74	161	55	49	127	1098	42	80	1122	122
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	482	311	849	500	631	565	61	1578	60	2	1612	176
Grp Volume(v), veh/h	29	0	0	6	0	0	508	0	0	956	0	0
Grp Sat Flow(s),veh/h/ln	1641	0	0	1696	0	0	1700	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.1	0.0	0.0	5.4	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.41		0.52	0.50		0.33	0.08		0.04	0.01		0.10
Lane Grp Cap(c), veh/h	253	0	0	265	0	0	1267	0	0	1324	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.02	0.00	0.00	0.40	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	668	0	0	682	0	0	2694	0	0	2950	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	19.2	0.0	0.0	2.9	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	2.6	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	19.7	0.0	0.0	19.3	0.0	0.0	3.2	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		29			6			508			956	
Approach Delay, s/veh		19.7			19.3			3.2			5.3	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		9.0		37.0		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		7.4		2.7		18.0		2.1
Green Ext Time (p_c), s		14.3		0.1		14.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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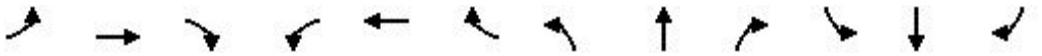

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	290	49	267	458	107	68	95	139	104	97	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.97	
Frt		0.978				0.850		0.911			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1699	0	1604	1749	1538	1645	1531	0	1678	1609	0
Flt Permitted	0.481			0.230			0.521			0.353		
Satd. Flow (perm)	773	1699	0	385	1749	1462	885	1531	0	616	1609	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		8				81					64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	61	315	53	290	498	116	74	103	151	113	105	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	368	0	290	498	116	74	254	0	113	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	50.0		20.0	45.0	23.0	15.0	27.0		23.0	35.0	
Total Split (%)	20.8%	41.7%		16.7%	37.5%	19.2%	12.5%	22.5%		19.2%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	23.3	23.3		32.7	32.7	42.0	26.1	19.9		33.0	25.3	
Actuated g/C Ratio	0.26	0.26		0.37	0.37	0.48	0.30	0.23		0.37	0.29	
v/c Ratio	0.22	0.81		0.82	0.77	0.16	0.24	0.74		0.33	0.54	
Control Delay	28.9	44.7		45.2	36.0	3.5	21.3	47.9		21.9	27.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.9	44.7		45.2	36.0	3.5	21.3	47.9		21.9	27.2	
LOS	C	D		D	D	A	C	D		C	C	
Approach Delay		42.5			34.8			41.9			25.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	27	193		134	263	6	25	130		40	98	
Queue Length 95th (ft)	60	312		#295	430	24	64	#289		91	216	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	470	888		354	809	896	389	392		460	600	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.13	0.41		0.82	0.62	0.13	0.19	0.65		0.25	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 35.8 Intersection LOS: D
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	290	49	267	458	107	68	95	139	104	97	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	61	315	53	290	498	116	74	103	151	113	105	168
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	327	362	61	398	571	599	270	135	199	300	151	241
Arrive On Green	0.13	0.27	0.27	0.17	0.32	0.32	0.05	0.21	0.21	0.08	0.24	0.24
Sat Flow, veh/h	1654	1355	228	1723	1810	1514	1706	647	949	1741	625	1001
Grp Volume(v), veh/h	61	0	368	290	498	116	74	0	254	113	0	273
Grp Sat Flow(s),veh/h/ln	1654	0	1583	1723	1810	1514	1706	0	1597	1741	0	1626
Q Serve(g_s), s	0.0	0.0	16.5	10.9	19.3	1.7	2.5	0.0	11.1	3.7	0.0	11.4
Cycle Q Clear(g_c), s	0.0	0.0	16.5	10.9	19.3	1.7	2.5	0.0	11.1	3.7	0.0	11.4
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.59	1.00		0.62
Lane Grp Cap(c), veh/h	327	0	423	398	571	599	270	0	334	300	0	392
V/C Ratio(X)	0.19	0.00	0.87	0.73	0.87	0.19	0.27	0.00	0.76	0.38	0.00	0.70
Avail Cap(c_a), veh/h	563	0	959	445	974	937	418	0	473	583	0	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	26.0	23.8	24.0	4.6	22.0	0.0	27.6	21.0	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.0	2.2	4.2	2.1	0.1	0.2	0.0	2.5	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.4	5.6	9.9	0.9	1.2	0.0	5.1	1.8	0.0	5.2
LnGrp Delay(d),s/veh	28.1	0.0	28.2	28.1	26.1	4.7	22.2	0.0	30.1	21.3	0.0	26.6
LnGrp LOS	C		C	C	C	A	C		C	C		C
Approach Vol, veh/h		429			904			328			386	
Approach Delay, s/veh		28.1			24.0			28.3			25.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	24.9	8.5	22.9	14.4	28.4	10.9	20.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	45.0	10.0	30.0	20.0	40.0	18.0	22.0
Max Q Clear Time (g_c+I1), s	12.9	18.5	4.5	13.4	2.0	21.3	5.7	13.1
Green Ext Time (p_c), s	0.1	1.4	0.0	1.8	1.3	2.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

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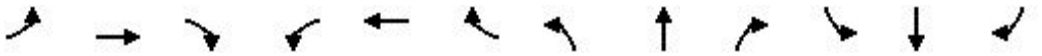

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	6	21	135	29	152	60	279	358	174	966	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1731	1607	1717	1647	0
Flt Permitted		0.965		0.950			0.042			0.515		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	79	1731	1607	931	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			177			401		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	7	24	157	34	177	70	324	416	202	1123	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	24	157	34	177	70	324	416	202	1160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	32.0	32.0		12.0	94.0		12.0	94.0	
Total Split (%)	8.0%	8.0%	8.0%	21.3%	21.3%		8.0%	62.7%		8.0%	62.7%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		5.6	5.6	19.6	17.6	150.0	102.7	95.4	150.0	107.1	97.6	

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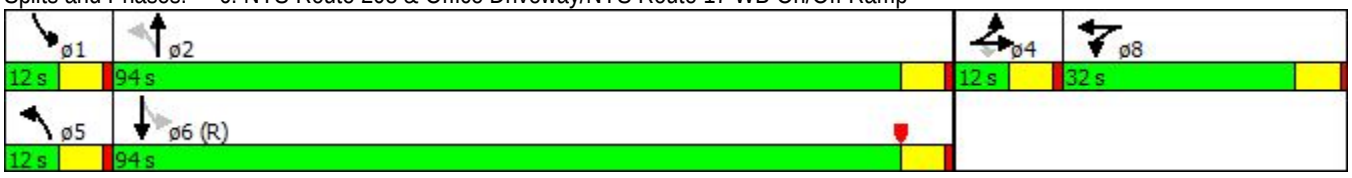
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.04	0.04	0.13	0.12	1.00	0.68	0.64	1.00	0.71	0.65	
v/c Ratio		0.39	0.15	0.67	0.15	0.11	0.51	0.29	0.26	0.28	1.08	
Control Delay		86.9	1.9	75.9	58.7	0.1	35.5	19.8	0.2	9.0	70.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		86.9	1.9	75.9	58.7	0.1	35.5	19.8	0.2	9.0	70.0	
LOS		F	A	E	E	A	D	B	A	A	E	
Approach Delay		46.1			37.9			11.1			61.0	
Approach LOS		D			D			B			E	
Queue Length 50th (ft)		25	0	149	30	0	46	137	0	67	~1291	
Queue Length 95th (ft)		58	0	208	61	0	m57	m181	m0	m81	m#1335	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		71	167	333	326	1599	138	1100	1607	714	1071	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.37	0.14	0.47	0.10	0.11	0.51	0.29	0.26	0.28	1.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 85.3%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	6	21	135	29	152	60	279	358	174	966	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1773	1843
Adj Flow Rate, veh/h	19	7	24	157	34	0	70	324	0	202	1123	37
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	4
Cap, veh/h	33	12	39	203	188	160	114	1088	943	626	1023	34
Arrive On Green	0.04	0.02	0.02	0.11	0.10	0.00	0.03	0.59	0.00	0.08	1.00	1.00
Sat Flow, veh/h	1313	484	1583	1792	1881	1599	1801	1854	1607	1721	1707	56
Grp Volume(v), veh/h	26	0	24	157	34	0	70	324	0	202	0	1160
Grp Sat Flow(s),veh/h/ln	1797	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1763
Q Serve(g_s), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.1	0.0	6.0	0.0	85.0
Cycle Q Clear(g_c), s	2.1	0.0	2.3	12.8	2.5	0.0	2.3	13.1	0.0	6.0	0.0	85.0
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	45	0	39	203	188	160	114	1088	943	626	0	1056
V/C Ratio(X)	0.58	0.00	0.61	0.77	0.18	0.00	0.62	0.30	0.00	0.32	0.00	1.10
Avail Cap(c_a), veh/h	72	0	63	334	326	277	136	1088	943	626	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.39	0.39	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	72.4	64.6	61.9	0.0	36.9	15.5	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.6	2.4	0.2	0.0	2.3	0.3	0.0	0.3	0.0	58.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	6.5	1.3	0.0	1.8	6.7	0.0	1.9	0.0	17.2
LnGrp Delay(d),s/veh	76.0	0.0	78.0	67.0	62.0	0.0	39.2	15.8	0.0	14.1	0.0	58.5
LnGrp LOS	E		E	E	E		D	B		B		F
Approach Vol, veh/h		50			191			394			1362	
Approach Delay, s/veh		77.0			66.1			20.0			51.9	
Approach LOS		E			E			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	94.0		9.7	10.1	95.9		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	88.0		6.0	6.0	88.0		26.0
Max Q Clear Time (g_c+I1), s	8.0	15.1		4.3	4.3	87.0		14.8
Green Ext Time (p_c), s	0.0	14.2		0.0	0.0	0.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	24	16	446	28	16	1179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1683	0	1790	1319	1519	1845
Flt Permitted	0.971				0.479	
Satd. Flow (perm)	1683	0	1790	1319	766	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17			30		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	17	480	30	17	1268
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	480	30	17	1268
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	7.2		58.9	58.9	58.9	58.9

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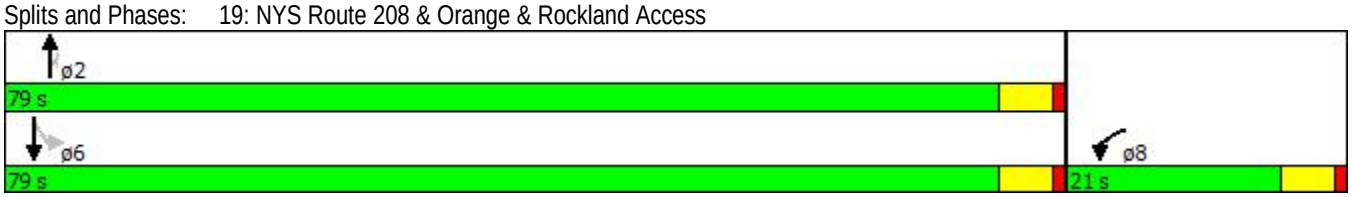
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.09		0.77	0.77	0.77	0.77
v/c Ratio	0.25		0.35	0.03	0.03	0.89
Control Delay	30.1		3.4	0.8	2.1	16.4
Queue Delay	0.0		0.0	0.0	0.0	0.1
Total Delay	30.1		3.4	0.8	2.1	16.5
LOS	C		A	A	A	B
Approach Delay	30.1		3.2			16.3
Approach LOS	C		A			B
Queue Length 50th (ft)	12		49	0	1	306
Queue Length 95th (ft)	47		93	5	5	#703
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	382		1619	1196	693	1668
Starvation Cap Reductn	0		0	0	0	38
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.30	0.03	0.02	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 76.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	24	16	446	28	16	1179
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1845
Adj Flow Rate, veh/h	26	17	480	30	17	1268
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	20	20	4
Cap, veh/h	54	35	1416	1043	651	1459
Arrive On Green	0.06	0.06	0.79	0.79	0.79	0.79
Sat Flow, veh/h	904	591	1790	1319	761	1845
Grp Volume(v), veh/h	44	0	480	30	17	1268
Grp Sat Flow(s),veh/h/ln	1530	0	1790	1319	761	1845
Q Serve(g_s), s	1.9	0.0	5.1	0.3	0.4	30.8
Cycle Q Clear(g_c), s	1.9	0.0	5.1	0.3	5.6	30.8
Prop In Lane	0.59	0.39		1.00	1.00	
Lane Grp Cap(c), veh/h	92	0	1416	1043	651	1459
V/C Ratio(X)	0.48	0.00	0.34	0.03	0.03	0.87
Avail Cap(c_a), veh/h	366	0	1981	1459	891	2042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	2.0	1.5	2.8	4.7
Incr Delay (d2), s/veh	3.9	0.0	0.1	0.0	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.5	0.1	0.1	16.1
LnGrp Delay(d),s/veh	34.3	0.0	2.1	1.5	2.8	7.8
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	44		510			1285
Approach Delay, s/veh	34.3		2.1			7.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		57.9				57.9		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		7.1				32.8		3.9
Green Ext Time (p_c), s		24.0				20.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

WEEKDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	672	370	1	381	235	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1701	0	0	1758	1800	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1701	0	0	1756	1800	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	715	394	1	405	250	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1109	0	0	406	251	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	63.8			63.8	16.2	
Actuated g/C Ratio	0.71			0.71	0.18	
v/c Ratio	0.91			0.33	0.78	
Control Delay	23.9			6.3	51.4	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Delay	46.8			0.0	0.0	
Total Delay	70.7			6.3	51.4	
LOS	E			A	D	
Approach Delay	70.7			6.3	51.4	
Approach LOS	E			A	D	
Queue Length 50th (ft)	426			76	136	
Queue Length 95th (ft)	#865			135	210	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1225			1245	400	
Starvation Cap Reductn	301			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.20			0.33	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	672	370	1	381	235	1
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1849	1910	1910	1819	1891	1928
Adj Flow Rate, veh/h	715	394	1	405	250	1
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	5	5	0	0
Cap, veh/h	815	449	40	1320	290	1
Arrive On Green	0.73	0.73	0.73	0.73	0.16	0.16
Sat Flow, veh/h	1122	618	0	1817	1786	7
Grp Volume(v), veh/h	0	1109	406	0	252	0
Grp Sat Flow(s),veh/h/ln	0	1740	1817	0	1800	0
Q Serve(g_s), s	0.0	43.3	0.0	0.0	12.3	0.0
Cycle Q Clear(g_c), s	0.0	43.3	7.1	0.0	12.3	0.0
Prop In Lane		0.36	0.00		0.99	0.00
Lane Grp Cap(c), veh/h	0	1264	1361	0	292	0
V/C Ratio(X)	0.00	0.88	0.30	0.00	0.86	0.00
Avail Cap(c_a), veh/h	0	1264	1361	0	400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.30	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.3	4.3	0.0	36.7	0.0
Incr Delay (d2), s/veh	0.0	2.9	0.6	0.0	10.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	3.7	0.0	6.9	0.0
LnGrp Delay(d),s/veh	0.0	12.1	4.9	0.0	47.3	0.0
LnGrp LOS		B	A		D	
Approach Vol, veh/h	1109			406	252	
Approach Delay, s/veh	12.1			4.9	47.3	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.4				70.4		19.6
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		45.3				9.1		14.3
Green Ext Time (p_c), s		5.8				7.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	195	1282	227	171	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		60		64		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	212	1393	247	186	699
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	212	1393	247	186	699
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
Act Effct Green (s)	14.4	34.9	94.4	113.8	115.0	115.0

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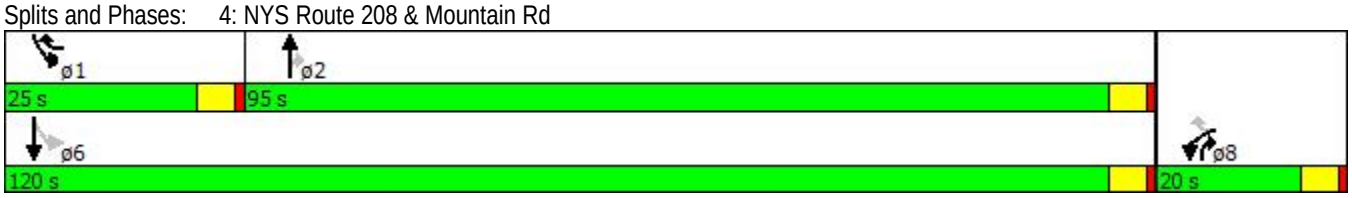
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.10	0.25	0.68	0.82	0.82	0.82
v/c Ratio	0.82	0.49	1.11	0.20	0.79	0.50
Control Delay	92.4	34.6	86.9	2.7	61.4	5.1
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	92.4	34.6	87.1	2.7	61.4	5.1
LOS	F	C	F	A	E	A
Approach Delay	59.2		74.4			16.9
Approach LOS	E		E			B
Queue Length 50th (ft)	142	116	~1468	30	117	157
Queue Length 95th (ft)	#258	191	#1778	56	200	214
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	481	1250	1237	285	1400
Starvation Cap Reductn	0	0	75	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.44	1.19	0.20	0.65	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 139.4			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 54.9		Intersection LOS: D	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	195	1282	227	171	643
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	212	1393	247	186	699
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	329	1282	1282	213	1494
Arrive On Green	0.11	0.11	0.69	0.69	0.09	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	212	1393	247	186	699
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	97.3	5.1	10.3	15.6
Cycle Q Clear(g_c), s	11.5	15.0	97.3	5.1	10.3	15.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	329	1282	1282	213	1494
V/C Ratio(X)	0.79	0.64	1.09	0.19	0.87	0.47
Avail Cap(c_a), veh/h	200	329	1282	1282	306	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	51.6	21.4	3.2	53.4	3.6
Incr Delay (d2), s/veh	18.5	4.3	52.1	0.3	17.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.9	67.3	3.5	8.1	8.0
LnGrp Delay(d),s/veh	79.5	55.9	73.5	3.6	70.4	4.7
LnGrp LOS	E	E	F	A	E	A
Approach Vol, veh/h	369		1640			885
Approach Delay, s/veh	65.9		62.9			18.5
Approach LOS	E		E			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.7	102.3				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	12.3	99.3				17.6		17.0
Green Ext Time (p_c), s	0.4	0.0				39.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	181	161	846	229	299	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1707	0	1853	1575	1787	1881
Flt Permitted	0.974				0.091	
Satd. Flow (perm)	1707	0	1853	1575	171	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	27			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	168	881	239	311	880
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	881	239	311	880
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.5		79.5	150.0	108.5	108.5
Actuated g/C Ratio	0.20		0.53	1.00	0.72	0.72
v/c Ratio	1.00		0.90	0.15	0.83	0.65

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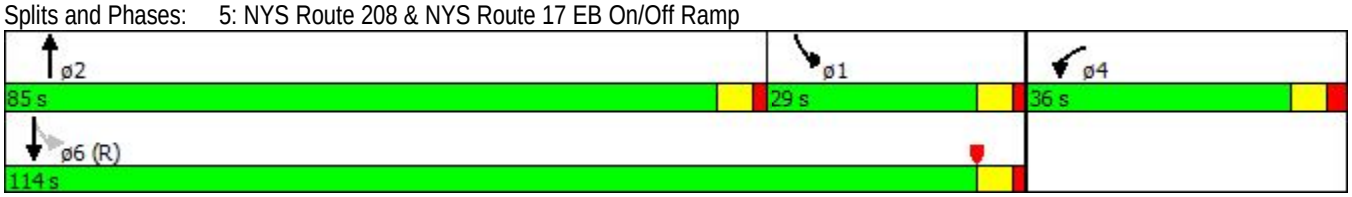
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	102.4		44.9	0.2	41.8	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	102.4		44.9	0.2	41.8	8.5
LOS	F		D	A	D	A
Approach Delay	102.4		35.3			17.2
Approach LOS	F		D			B
Queue Length 50th (ft)	330		752	0	145	344
Queue Length 95th (ft)	#547		#1049	0	m153	m296
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	357		982	1575	376	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.00		0.90	0.15	0.83	0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 36.2		Intersection LOS: D	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	181	161	846	229	299	845
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	881	0	311	880
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	386	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.31	1.00
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	881	0	311	880
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.9	0.0	13.8	0.0
Cycle Q Clear(g_c), s	15.7	0.0	63.9	0.0	13.8	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	386	1361
V/C Ratio(X)	0.88	0.00	0.90	0.00	0.81	0.65
Avail Cap(c_a), veh/h	351	0	982	835	386	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	64.9	0.0	31.6	0.0	44.6	0.0
Incr Delay (d2), s/veh	8.4	0.0	12.5	0.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	36.0	0.0	11.2	0.1
LnGrp Delay(d),s/veh	73.2	0.0	44.1	0.0	45.7	0.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	190		881			1191
Approach Delay, s/veh	73.2		44.1			12.1
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	15.8	65.9		17.7		2.0		
Green Ext Time (p_c), s	0.8	2.6		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	678	49	552	411	114	647	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.069			0.174		
Satd. Flow (perm)	0	1712	0	0	1797	1599	130	1731	1607	314	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				186			232		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	788	57	642	478	133	752	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	788	57	642	478	133	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		12.0	74.0		12.0	74.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		8.0%	49.3%		8.0%	49.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Act Effct Green (s)		14.0			38.0	150.0	74.0	68.0	150.0	75.2	70.4	

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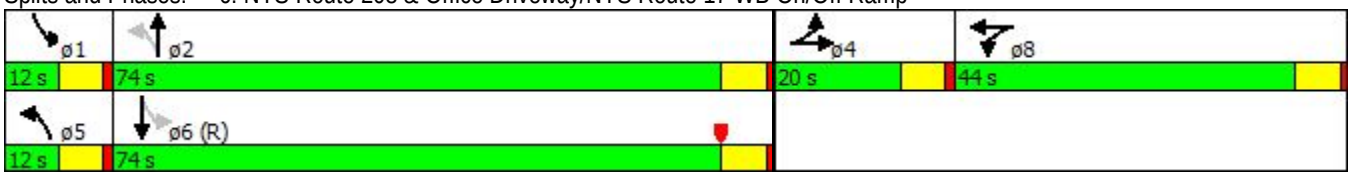
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.09			0.25	1.00	0.49	0.45	1.00	0.50	0.47	
v/c Ratio		1.16			1.12	0.49	0.44	0.82	0.30	0.62	1.02	
Control Delay		167.2			128.8	1.1	33.8	52.5	0.3	28.1	68.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	1.1	33.8	52.5	0.3	28.1	68.2	
LOS		F			F	A	C	D	A	C	E	
Approach Delay		167.2			51.2			30.4			62.4	
Approach LOS		F			D			C			E	
Queue Length 50th (ft)		~222			~571	0	37	507	0	55	~843	
Queue Length 95th (ft)		#370			#743	0	m45	m604	m0	m82	m#992	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		183			455	1599	130	784	1607	213	766	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.49	0.44	0.82	0.30	0.62	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 54.1 Intersection LOS: D
Intersection Capacity Utilization 93.8% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	678	49	552	411	114	647	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	642	0	133	752	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	207	841	729	241	778	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.45	0.00	0.08	0.93	0.93
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	73
Grp Volume(v), veh/h	213	0	0	509	0	0	57	642	0	133	0	785
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	43.4	0.0	6.0	0.0	46.2
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	43.4	0.0	6.0	0.0	46.2
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	207	841	729	241	0	812
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.27	0.76	0.00	0.55	0.00	0.97
Avail Cap(c_a), veh/h	158	0	0	455	0	405	230	841	729	241	0	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.32	0.32	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	28.0	34.3	0.0	29.8	0.0	4.3
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	0.2	2.2	0.0	2.7	0.0	24.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.6	0.0	3.2	0.0	23.8
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	28.2	36.5	0.0	32.5	0.0	28.7
LnGrp LOS	F			F			C	D		C		C
Approach Vol, veh/h		213			509			699			918	
Approach Delay, s/veh		261.5			133.7			35.8			29.2	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	74.0		20.0	10.1	75.9		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	68.0		14.0	6.0	68.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	45.4		16.0	4.5	48.2		40.0
Green Ext Time (p_c), s	0.0	8.3		0.0	0.0	7.9		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		75.1
HCM 2010 LOS		E

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	101	1379	727	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.342				0.950	
Satd. Flow (perm)	592	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1483	782	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1483	791	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
Act Effct Green (s)	85.4	85.4	85.4		5.4	5.4

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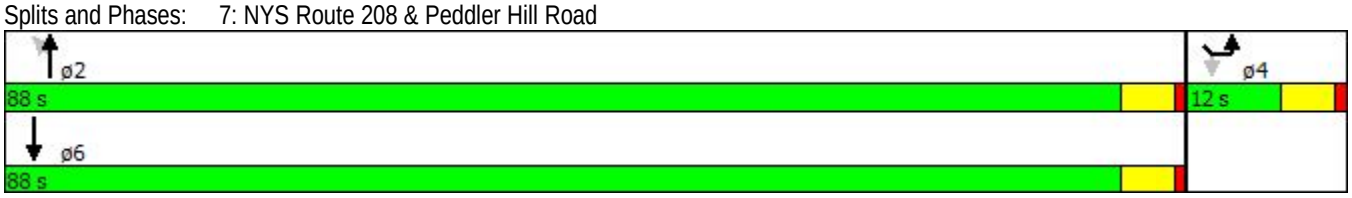
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Actuated g/C Ratio	0.90	0.90	0.90		0.06	0.06
v/c Ratio	0.20	0.97	0.52		0.09	0.34
Control Delay	2.3	25.9	3.2		46.0	21.9
Queue Delay	0.0	0.0	0.3		0.0	0.0
Total Delay	2.3	25.9	3.5		46.0	21.9
LOS	A	C	A		D	C
Approach Delay		24.3	3.5		25.9	
Approach LOS		C	A		C	
Queue Length 50th (ft)	8	~999	94		5	0
Queue Length 95th (ft)	22	#1298	172		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	534	1533	1516		121	146
Starvation Cap Reductn	0	0	243		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	0.97	0.62		0.07	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 94.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	101	1379	727	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1483	782	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	581	1546	1512	17	60	53
Arrive On Green	0.85	0.85	0.85	0.85	0.03	0.03
Sat Flow, veh/h	679	1818	1777	20	1756	1568
Grp Volume(v), veh/h	109	1483	0	791	8	41
Grp Sat Flow(s),veh/h/ln	679	1818	0	1797	1756	1568
Q Serve(g_s), s	4.4	57.4	0.0	10.2	0.4	2.3
Cycle Q Clear(g_c), s	14.6	57.4	0.0	10.2	0.4	2.3
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	581	1546	0	1529	60	53
V/C Ratio(X)	0.19	0.96	0.00	0.52	0.13	0.77
Avail Cap(c_a), veh/h	652	1737	0	1718	142	126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.7	5.3	0.0	1.7	40.7	41.6
Incr Delay (d2), s/veh	0.1	12.0	0.0	0.1	0.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	32.4	0.0	4.9	0.2	1.1
LnGrp Delay(d),s/veh	3.7	17.3	0.0	1.8	41.1	49.8
LnGrp LOS	A	B		A	D	D
Approach Vol, veh/h		1592	791		49	
Approach Delay, s/veh		16.4	1.8		48.4	
Approach LOS		B	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		78.9		8.0		78.9		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		59.4		4.3		12.2		
Green Ext Time (p_c), s		14.5		0.0		23.0		

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	19	34	1353	716	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.969		
Satd. Flow (perm)	1875	0	0	1755	1755	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1471	778	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1508	787	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.1			83.0	83.0	
Actuated g/C Ratio	0.06			0.84	0.84	
v/c Ratio	0.21			1.03	0.54	
Control Delay	26.3			41.0	4.0	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			14.2	0.6	
Total Delay	26.3			55.3	4.6	
LOS	C			E	A	
Approach Delay	26.3			55.3	4.6	
Approach LOS	C			E	A	
Queue Length 50th (ft)	4			~1016	97	
Queue Length 95th (ft)	32			#1299	161	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	151			1469	1470	
Starvation Cap Reductn	0			53	323	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.19			1.06	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 99.1			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 110.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	19	34	1353	716	8
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1900	1948	1873	1819	1910
Adj Flow Rate, veh/h	7	21	37	1471	778	9
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	17	52	61	1537	1531	18
Arrive On Green	0.04	0.04	0.85	0.85	0.85	0.85
Sat Flow, veh/h	410	1231	26	1802	1795	21
Grp Volume(v), veh/h	29	0	1508	0	0	787
Grp Sat Flow(s),veh/h/ln	1700	0	1828	0	0	1816
Q Serve(g_s), s	1.6	0.0	31.5	0.0	0.0	10.7
Cycle Q Clear(g_c), s	1.6	0.0	64.3	0.0	0.0	10.7
Prop In Lane	0.24	0.72	0.02			0.01
Lane Grp Cap(c), veh/h	71	0	1598	0	0	1549
V/C Ratio(X)	0.41	0.00	0.94	0.00	0.00	0.51
Avail Cap(c_a), veh/h	125	0	1630	0	0	1581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	5.5	0.0	0.0	1.8
Incr Delay (d2), s/veh	3.7	0.0	11.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	35.7	0.0	0.0	5.1
LnGrp Delay(d),s/veh	48.2	0.0	16.9	0.0	0.0	2.1
LnGrp LOS	D		B			A
Approach Vol, veh/h	29			1508	787	
Approach Delay, s/veh	48.2			16.9	2.1	
Approach LOS	D			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				86.3		9.0		86.3
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				83.0		7.0		83.0
Max Q Clear Time (g_c+I1), s				66.3		3.6		12.7
Green Ext Time (p_c), s				15.0		0.0		49.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	260	33	17	1254	733	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.984		
Satd. Flow (perm)	1682	0	0	1730	1770	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1363	797	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1381	864	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
Act Effct Green (s)	27.0			113.0	113.0	
Actuated g/C Ratio	0.18			0.75	0.75	
v/c Ratio	1.04			1.06	0.65	
Control Delay	120.3			51.9	11.6	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			51.9	11.6	
LOS	F			D	B	
Approach Delay	120.3			51.9	11.6	
Approach LOS	F			D	B	
Queue Length 50th (ft)	~334			~1485	360	
Queue Length 95th (ft)	#535			m#1726	480	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1303	1335	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			1.06	0.65	

Intersection Summary

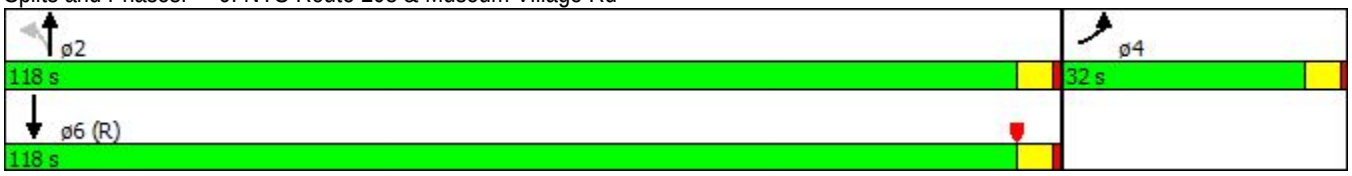
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 46.8 Intersection LOS: D
Intersection Capacity Utilization 104.3% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	260	33	17	1254	733	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1363	797	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	34	1343	1268	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	12	1782	1683	142
Grp Volume(v), veh/h	320	0	1381	0	0	864
Grp Sat Flow(s),veh/h/ln	1733	0	1795	0	0	1825
Q Serve(g_s), s	27.0	0.0	59.9	0.0	0.0	33.3
Cycle Q Clear(g_c), s	27.0	0.0	113.0	0.0	0.0	33.3
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1376	0	0	1375
V/C Ratio(X)	1.03	0.00	1.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h	312	0	1376	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	19.2	0.0	0.0	8.7
Incr Delay (d2), s/veh	57.7	0.0	25.1	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	66.6	0.0	0.0	17.4
LnGrp Delay(d),s/veh	119.3	0.0	44.2	0.0	0.0	10.9
LnGrp LOS	F		F			B
Approach Vol, veh/h	320			1381	864	
Approach Delay, s/veh	119.3			44.2	10.9	
Approach LOS	F			D	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		115.0		29.0		35.3		
Green Ext Time (p_c), s		0.0		0.0		15.6		

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1	1	5	1508	794	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1587	836	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1592	837	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	12.0		88.0	88.0	88.0	
Total Split (%)	12.0%		88.0%	88.0%	88.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.7			83.0	83.0	
Actuated g/C Ratio	0.06			0.84	0.84	
v/c Ratio	0.02			1.05	0.54	
Control Delay	38.0			48.0	3.8	
Queue Delay	0.0			0.0	0.0	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	38.0			48.0	3.8	
LOS	D			D	A	
Approach Delay	38.0			48.0	3.8	
Approach LOS	D			D	A	
Queue Length 50th (ft)	1			~1092	102	
Queue Length 95th (ft)	8			#1365	160	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	120			1518	1538	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			1.05	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.7			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 95.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	5	1508	794	1
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	1	1	5	1587	836	1
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	24	24	38	1544	1562	2
Arrive On Green	0.04	0.04	0.86	0.86	0.86	0.86
Sat Flow, veh/h	574	574	1	1805	1825	2
Grp Volume(v), veh/h	3	0	1592	0	0	837
Grp Sat Flow(s),veh/h/ln	1723	0	1806	0	0	1827
Q Serve(g_s), s	0.2	0.0	20.0	0.0	0.0	11.8
Cycle Q Clear(g_c), s	0.2	0.0	83.0	0.0	0.0	11.8
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	71	0	1583	0	0	1564
V/C Ratio(X)	0.04	0.00	1.01	0.00	0.00	0.54
Avail Cap(c_a), veh/h	124	0	1583	0	0	1564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	7.9	0.0	0.0	1.9
Incr Delay (d2), s/veh	0.2	0.0	24.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	52.8	0.0	0.0	5.7
LnGrp Delay(d),s/veh	44.9	0.0	32.0	0.0	0.0	2.2
LnGrp LOS	D		F			A
Approach Vol, veh/h	3			1592	837	
Approach Delay, s/veh	44.9			32.0	2.2	
Approach LOS	D			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		9.0		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		2.2		13.8		
Green Ext Time (p_c), s		0.0		0.0		51.7		

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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User approved volume balancing among the lanes for turning movement.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	32	5	31	48	14	20	32	1208	120	30	646	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.988			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1756	0	0	1750	0
Flt Permitted		0.977			0.963			0.970			0.887	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1705	0	0	1555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		8			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1299	129	32	695	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1462	0	0	756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		8.3			8.9	8.9		110.1			110.1	
Actuated g/C Ratio		0.06			0.07	0.07		0.81			0.81	
v/c Ratio		0.54			0.52	0.13		1.06			0.60	
Control Delay		60.0			78.5	2.2		59.8			9.7	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		17.0			3.0	
Total Delay		60.0			78.5	2.2		76.7			12.6	
LOS		E			E	A		E			B	
Approach Delay		60.0			59.7			76.7			12.6	
Approach LOS		E			E			E			B	
Queue Length 50th (ft)		44			60	0		~1545			276	
Queue Length 95th (ft)		97			116	3		#1900			444	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1381			1258	
Starvation Cap Reductn		0			0	0		68			380	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		1.11			0.86	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 55.2 Intersection LOS: E
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	32	5	31	48	14	20	32	1208	120	30	646	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1840	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1299	129	32	695	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	48	1253	123	52	1017	42
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	27	1588	156	31	1289	53
Grp Volume(v), veh/h	72	0	0	67	0	22	1462	0	0	756	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1771	0	0	1372	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	70.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	108.0	0.0	0.0	20.7	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.02		0.09	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1425	0	0	1110	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	1.03	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1425	0	0	1110	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	15.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	30.8	0.0	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	65.6	0.0	0.0	11.1	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	45.8	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	E			E		E	F			A		
Approach Vol, veh/h		72			89			1462			756	
Approach Delay, s/veh		69.7			72.5			45.8			8.6	
Approach LOS		E			E			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	32	31	1229	670	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.974		
Satd. Flow (perm)	1695	0	0	1721	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1294	705	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1327	721	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		20.0	20.0	20.0	
Total Split (s)	20.0		80.0	80.0	80.0	
Total Split (%)	20.0%		80.0%	80.0%	80.0%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.7			76.0	76.0	
Actuated g/C Ratio	0.07			0.84	0.84	
v/c Ratio	0.30			0.92	0.50	
Control Delay	24.0			18.5	3.5	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			16.3	0.0	
Total Delay	24.0			34.8	3.5	
LOS	C			C	A	
Approach Delay	24.0			34.8	3.5	
Approach LOS	C			C	A	
Queue Length 50th (ft)	7			328	70	
Queue Length 95th (ft)	40			#1023	142	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	326			1442	1448	
Starvation Cap Reductn	0			146	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.14			1.02	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 99.6%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	12	32	31	1229	670	15
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1881	1900	1828	1793	1881
Adj Flow Rate, veh/h	13	34	33	1294	705	16
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	25	66	69	1478	1459	33
Arrive On Green	0.06	0.06	0.84	0.84	0.84	0.84
Sat Flow, veh/h	456	1193	23	1769	1746	40
Grp Volume(v), veh/h	48	0	1327	0	0	721
Grp Sat Flow(s),veh/h/ln	1685	0	1792	0	0	1786
Q Serve(g_s), s	2.0	0.0	3.1	0.0	0.0	8.2
Cycle Q Clear(g_c), s	2.0	0.0	32.5	0.0	0.0	8.2
Prop In Lane	0.27	0.71	0.02			0.02
Lane Grp Cap(c), veh/h	94	0	1548	0	0	1492
V/C Ratio(X)	0.51	0.00	0.86	0.00	0.00	0.48
Avail Cap(c_a), veh/h	367	0	1897	0	0	1846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	3.6	0.0	0.0	1.7
Incr Delay (d2), s/veh	4.3	0.0	3.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	16.6	0.0	0.0	3.9
LnGrp Delay(d),s/veh	38.0	0.0	7.1	0.0	0.0	1.9
LnGrp LOS	D		A			A
Approach Vol, veh/h	48			1327	721	
Approach Delay, s/veh	38.0			7.1	1.9	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				65.4		8.1		65.4
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s				34.5		4.0		10.2
Green Ext Time (p_c), s				26.9		0.1		35.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	1222	18	1	674
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1670	0	1763	0	0	1739
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1286	19	1	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1305	0	0	710
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.3		73.5			73.5
Actuated g/C Ratio	0.07		0.82			0.82
v/c Ratio	0.12		0.90			0.50
Control Delay	39.7		17.3			4.0

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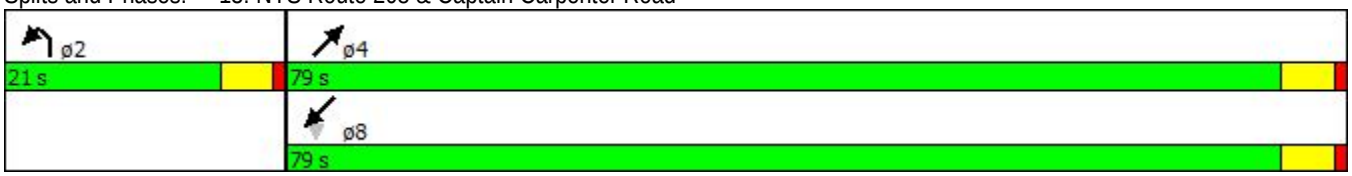
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.4
Total Delay	39.7		17.3			4.4
LOS	D		B			A
Approach Delay	39.7		17.3			4.4
Approach LOS	D		B			A
Queue Length 50th (ft)	7		354			85
Queue Length 95th (ft)	26		#974			148
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	298		1454			1433
Starvation Cap Reductn	0		0			301
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.90			0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 89.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	1222	18	1	674
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1928	1827	1900	1890	1801
Adj Flow Rate, veh/h	13	1	1286	19	1	709
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	83	6	1461	22	48	1464
Arrive On Green	0.05	0.05	0.81	0.81	0.81	0.81
Sat Flow, veh/h	1553	119	1796	27	0	1799
Grp Volume(v), veh/h	15	0	0	1305	710	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1823	1800	0
Q Serve(g_s), s	0.6	0.0	0.0	35.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	35.3	9.1	0.0
Prop In Lane	0.87	0.07		0.01	0.00	
Lane Grp Cap(c), veh/h	95	0	0	1483	1512	0
V/C Ratio(X)	0.16	0.00	0.00	0.88	0.47	0.00
Avail Cap(c_a), veh/h	382	0	0	1796	1820	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.9	0.0	0.0	4.6	2.2	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	4.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	18.6	4.4	0.0
LnGrp Delay(d),s/veh	34.7	0.0	0.0	9.3	2.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	15		1305			710
Approach Delay, s/veh	34.7		9.3			2.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		66.1				66.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.6		37.3				11.1
Green Ext Time (p_c), s		0.0		23.8				32.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	3	3	2	1221	671	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1747	1765	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1313	722	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1315	725	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.8			74.0	74.0	
Actuated g/C Ratio	0.06			0.82	0.82	
v/c Ratio	0.05			0.91	0.50	
Control Delay	32.7			18.0	3.8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			7.2	0.0	
Total Delay	32.7			25.2	3.8	
LOS	C			C	A	
Approach Delay	32.7			25.2	3.8	
Approach LOS	C			C	A	
Queue Length 50th (ft)	2			356	82	
Queue Length 95th (ft)	14			#973	137	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	307			1438	1453	
Starvation Cap Reductn	0			106	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.99	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	3	3	2	1221	671	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1809	1828	1919
Adj Flow Rate, veh/h	3	3	2	1313	722	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	38	38	47	1477	1487	6
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	735	735	0	1808	1819	8
Grp Volume(v), veh/h	7	0	1315	0	0	725
Grp Sat Flow(s),veh/h/ln	1715	0	1808	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	9.2
Cycle Q Clear(g_c), s	0.3	0.0	37.3	0.0	0.0	9.2
Prop In Lane	0.43	0.43	0.00			0.00
Lane Grp Cap(c), veh/h	90	0	1525	0	0	1493
V/C Ratio(X)	0.08	0.00	0.86	0.00	0.00	0.49
Avail Cap(c_a), veh/h	358	0	1793	0	0	1764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	4.7	0.0	0.0	2.1
Incr Delay (d2), s/veh	0.4	0.0	4.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	19.2	0.0	0.0	4.5
LnGrp Delay(d),s/veh	34.9	0.0	8.7	0.0	0.0	2.4
LnGrp LOS	C		A			A
Approach Vol, veh/h	7			1315	725	
Approach Delay, s/veh	34.9			8.7	2.4	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				67.6		9.0		67.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				39.3		2.3		11.2
Green Ext Time (p_c), s				23.3		0.0		33.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	16	1208	17	20	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1638	0	1763	0	0	1749
Flt Permitted	0.981					0.899
Satd. Flow (perm)	1638	0	1763	0	0	1574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1299	18	22	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1317	0	0	737
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.5		74.0			74.0
Actuated g/C Ratio	0.07		0.82			0.82
v/c Ratio	0.21		0.91			0.57
Control Delay	27.4		18.3			5.0

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			3.1
Total Delay	27.4		18.3			8.1
LOS	C		B			A
Approach Delay	27.4		18.3			8.1
Approach LOS	C		B			A
Queue Length 50th (ft)	6		362			97
Queue Length 95th (ft)	32		#1002			186
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	303		1442			1287
Starvation Cap Reductn	0		0			431
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.91			0.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	16	1208	17	20	665
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1919	1827	1900	1900	1811
Adj Flow Rate, veh/h	11	17	1299	18	22	715
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	33	51	1473	20	65	1374
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	636	983	1798	25	21	1678
Grp Volume(v), veh/h	29	0	0	1317	737	0
Grp Sat Flow(s),veh/h/ln	1676	0	0	1823	1698	0
Q Serve(g_s), s	1.3	0.0	0.0	36.4	1.1	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	36.4	37.6	0.0
Prop In Lane	0.38	0.59		0.01	0.03	
Lane Grp Cap(c), veh/h	87	0	0	1493	1439	0
V/C Ratio(X)	0.33	0.00	0.00	0.88	0.51	0.00
Avail Cap(c_a), veh/h	347	0	0	1744	1665	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	4.6	2.2	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	5.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	19.3	4.6	0.0
LnGrp Delay(d),s/veh	37.6	0.0	0.0	9.6	2.4	0.0
LnGrp LOS	D			A	A	
Approach Vol, veh/h	29		1317			737
Approach Delay, s/veh	37.6		9.6			2.4
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		68.3				68.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.3		38.4				39.6
Green Ext Time (p_c), s		0.0		24.3				23.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	0	18	21	1	3	5	1182	36	33	664	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.996			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1821	0	0	1804	0
Flt Permitted		0.835			0.732			0.998			0.910	
Satd. Flow (perm)	0	1457	0	0	1363	0	0	1817	0	0	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			3			5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1271	39	35	714	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1315	0	0	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		80.0	80.0		80.0	80.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		7.1			7.1			64.8			64.8	
Actuated g/C Ratio		0.09			0.09			0.81			0.81	
v/c Ratio		0.26			0.22			0.90			0.58	
Control Delay		29.3			40.0			15.5			4.7	
Queue Delay		0.0			0.0			4.3			0.0	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Delay		29.3			40.0			19.8			4.7	
LOS		C			D			B			A	
Approach Delay		29.3			40.0			19.8			4.7	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		10			13			294			88	
Queue Length 95th (ft)		41			39			#966			175	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		317			285			1634			1479	
Starvation Cap Reductn		0			0			246			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.09			0.95			0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 80.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	18	0	18	21	1	3	5	1182	36	33	664	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1271	39	35	714	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	110	6	43	157	11	10	50	1474	45	83	1347	31
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	680	105	785	1224	193	177	1	1761	54	39	1610	37
Grp Volume(v), veh/h	38	0	0	27	0	0	1315	0	0	766	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0	1595	0	0	1816	0	0	1686	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	0.0	0.0	31.3	0.0	0.0	8.8	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.05		0.02
Lane Grp Cap(c), veh/h	159	0	0	177	0	0	1569	0	0	1462	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.15	0.00	0.00	0.84	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	403	0	0	413	0	0	1924	0	0	1768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	33.4	0.0	0.0	3.5	0.0	0.0	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.0	2.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.0	15.9	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	34.4	0.0	0.0	33.8	0.0	0.0	6.4	0.0	0.0	2.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1315			766	
Approach Delay, s/veh		34.4			33.8			6.4			2.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		8.0		65.6		8.0		65.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		76.0		16.0		76.0
Max Q Clear Time (g_c+I1), s		3.0		33.3		3.6		10.8
Green Ext Time (p_c), s		0.2		28.2		0.2		36.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

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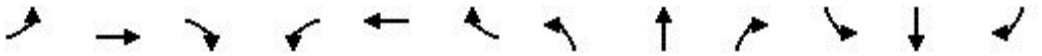

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	3	5	29	1	35	32	986	48	12	572	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.813			0.841			0.968			0.972	
Satd. Flow (perm)	0	1567	0	0	1605	0	0	1710	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			40			7			8	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1133	55	14	657	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1225	0	0	709	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		7.7			7.7			66.8			66.8	
Actuated g/C Ratio		0.09			0.09			0.79			0.79	
v/c Ratio		0.22			0.41			0.91			0.53	
Control Delay		37.0			28.7			19.0			5.0	

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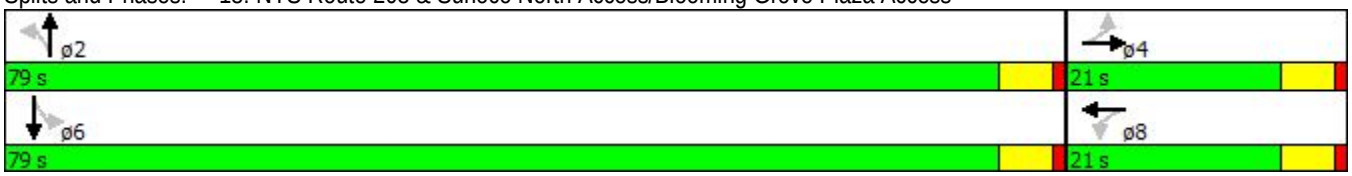
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			5.9			4.1	
Total Delay		37.0			28.7			24.9			9.2	
LOS		D			C			C			A	
Approach Delay		37.0			28.7			24.9			9.2	
Approach LOS		D			C			C			A	
Queue Length 50th (ft)		15			19			337			95	
Queue Length 95th (ft)		42			58			#898			180	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		308			343			1470			1447	
Starvation Cap Reductn		0			0			199			640	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.96			0.88	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 84.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 83.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	5	29	1	35	32	986	48	12	572	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1928	1890	1910	1947	1910	1910	1839	1910	1890	1804	1890
Adj Flow Rate, veh/h	24	3	6	33	1	40	37	1133	55	14	657	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	166	25	23	118	10	66	74	1314	63	60	1293	74
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1053	337	309	607	139	877	29	1673	80	12	1647	94
Grp Volume(v), veh/h	33	0	0	74	0	0	1225	0	0	709	0	0
Grp Sat Flow(s),veh/h/ln	1698	0	0	1622	0	0	1782	0	0	1753	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.1	0.0	0.0	32.4	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.73		0.18	0.45		0.54	0.03		0.04	0.02		0.05
Lane Grp Cap(c), veh/h	215	0	0	195	0	0	1451	0	0	1427	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.38	0.00	0.00	0.84	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	433	0	0	426	0	0	1880	0	0	1842	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	0.0	0.0	32.0	0.0	0.0	5.1	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	0.0	0.0	2.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	16.5	0.0	0.0	5.0	0.0	0.0
LnGrp Delay(d),s/veh	31.6	0.0	0.0	33.3	0.0	0.0	8.0	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		33			74			1225			709	
Approach Delay, s/veh		31.6			33.3			8.0			3.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.4		10.4		61.4		10.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		34.4		3.2		12.1		5.1
Green Ext Time (p_c), s		22.0		0.4		26.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	304	37	260	345	151	32	147	306	182	138	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.239			0.263			0.621			0.211		
Satd. Flow (perm)	385	1712	0	440	1749	1464	1058	1506	0	373	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				137					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	283	375	164	35	160	333	198	150	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	283	375	164	35	493	0	198	220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	12.0	15.0	44.0		12.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	10.5%	13.2%	38.6%		10.5%	36.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	

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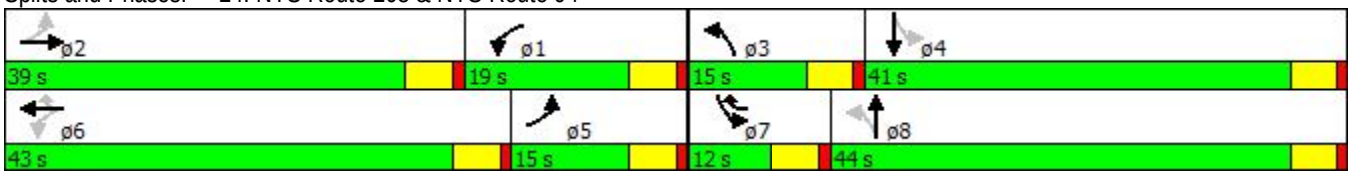
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	34.1	25.5		40.0	32.4	39.5	41.5	36.6		46.9	43.0	
Actuated g/C Ratio	0.34	0.25		0.40	0.32	0.39	0.41	0.36		0.46	0.43	
v/c Ratio	0.20	0.85		0.93	0.67	0.25	0.08	0.90		0.75	0.30	
Control Delay	23.2	54.8		72.8	38.9	4.5	17.2	54.4		39.7	22.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.2	54.8		72.8	38.9	4.5	17.2	54.4		39.7	22.0	
LOS	C	D		E	D	A	B	D		D	C	
Approach Delay		51.4			43.7			52.0			30.4	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	18	239		131	244	8	12	314		78	93	
Queue Length 95th (ft)	39	352		#251	341	38	34	#566		#197	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	275	592		352	673	660	549	594		265	741	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.63		0.80	0.56	0.25	0.06	0.83		0.75	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 101.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 44.6 Intersection LOS: D
Intersection Capacity Utilization 86.7% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	304	37	260	345	151	32	147	306	182	138	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	283	375	164	35	160	333	198	150	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	363	44	314	431	469	436	172	358	230	453	212
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.33	0.33	0.07	0.39	0.39
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	514	1070	1741	1174	548
Grp Volume(v), veh/h	45	0	370	283	375	164	35	0	493	198	0	220
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1584	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.9	10.7	19.3	4.6	1.3	0.0	29.2	7.0	0.0	8.7
Cycle Q Clear(g_c), s	0.0	0.0	21.9	10.7	19.3	4.6	1.3	0.0	29.2	7.0	0.0	8.7
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	407	314	431	469	436	0	530	230	0	665
V/C Ratio(X)	0.13	0.00	0.91	0.90	0.87	0.35	0.08	0.00	0.93	0.86	0.00	0.33
Avail Cap(c_a), veh/h	352	0	558	335	708	700	576	0	636	230	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	35.1	39.6	35.6	10.3	20.6	0.0	31.2	24.2	0.0	21.0
Incr Delay (d2), s/veh	0.1	0.0	12.8	24.2	3.6	0.2	0.0	0.0	17.1	25.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	11.0	9.5	10.1	2.1	0.6	0.0	15.3	5.0	0.0	4.2
LnGrp Delay(d),s/veh	33.9	0.0	47.8	63.8	39.1	10.5	20.7	0.0	48.3	49.9	0.0	21.1
LnGrp LOS	C		D	E	D	B	C		D	D		C
Approach Vol, veh/h		415			822			528			418	
Approach Delay, s/veh		46.3			41.9			46.5			34.7	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	29.8	7.0	42.5	19.5	28.1	12.0	37.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	7.0	39.0
Max Q Clear Time (g_c+I1), s	12.7	23.9	3.3	10.7	2.0	21.3	9.0	31.2
Green Ext Time (p_c), s	0.1	0.9	0.0	2.8	0.4	1.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

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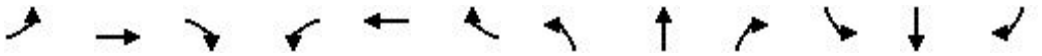

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	35	90	414	24	678	49	552	411	114	647	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.970		0.950			0.108			0.189		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	204	1731	1607	341	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			504			232		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	788	57	642	478	133	752	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	105	481	28	788	57	642	478	133	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	17.0	17.0	17.0	44.0	44.0		10.0	77.0		12.0	79.0	
Total Split (%)	11.3%	11.3%	11.3%	29.3%	29.3%		6.7%	51.3%		8.0%	52.7%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		10.7	10.7	40.3	38.3	150.0	75.0	71.0	150.0	79.8	75.0	

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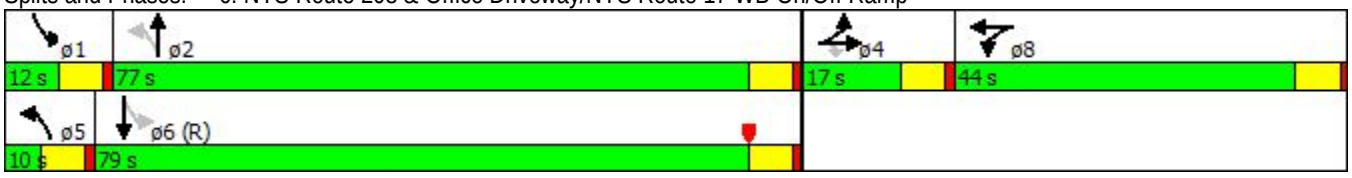
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.07	0.07	0.27	0.26	1.00	0.50	0.47	1.00	0.53	0.50	
v/c Ratio		0.84	0.49	1.00	0.06	0.49	0.40	0.78	0.30	0.56	0.96	
Control Delay		114.0	18.3	95.6	43.0	1.1	30.6	49.0	0.3	23.4	50.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		114.0	18.3	95.6	43.0	1.1	30.6	49.0	0.3	23.4	50.1	
LOS		F	B	F	D	A	C	D	A	C	D	
Approach Delay		66.8			37.0			28.3			46.3	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)		106	0	~482	21	0	37	492	0	55	750	
Queue Length 95th (ft)		#200	51	#665	46	0	m45	m587	m0	m80	m#935	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		132	217	480	480	1599	144	819	1607	236	816	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.82	0.48	1.00	0.06	0.49	0.40	0.78	0.30	0.56	0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 38.3		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	35	90	414	24	678	49	552	411	114	647	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1881	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	642	0	133	752	33
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	82	50	116	478	477	405	351	878	761	265	813	36
Arrive On Green	0.09	0.07	0.07	0.27	0.25	0.00	0.03	0.47	0.00	0.08	0.97	0.97
Sat Flow, veh/h	1121	686	1583	1792	1881	1599	1801	1854	1607	1721	1671	73
Grp Volume(v), veh/h	108	0	105	481	28	0	57	642	0	133	0	785
Grp Sat Flow(s),veh/h/ln	1807	0	1583	1792	1881	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	8.8	0.0	9.9	40.0	1.7	0.0	2.5	41.8	0.0	6.0	0.0	18.0
Cycle Q Clear(g_c), s	8.8	0.0	9.9	40.0	1.7	0.0	2.5	41.8	0.0	6.0	0.0	18.0
Prop In Lane	0.62		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	132	0	116	478	477	405	351	878	761	265	0	849
V/C Ratio(X)	0.82	0.00	0.90	1.01	0.06	0.00	0.16	0.73	0.00	0.50	0.00	0.92
Avail Cap(c_a), veh/h	132	0	116	478	477	405	351	878	761	265	0	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.32	0.32	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	69.0	55.0	42.4	0.0	20.3	31.8	0.0	26.7	0.0	1.3
Incr Delay (d2), s/veh	29.3	0.0	53.7	42.8	0.0	0.0	0.1	1.8	0.0	1.5	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	6.0	25.5	0.9	0.0	1.2	21.8	0.0	2.1	0.0	8.9
LnGrp Delay(d),s/veh	97.1	0.0	122.7	97.9	42.5	0.0	20.4	33.6	0.0	28.2	0.0	18.5
LnGrp LOS	F		F	F	D		C	C		C		B
Approach Vol, veh/h		213			509			699			918	
Approach Delay, s/veh		109.7			94.8			32.5			19.9	
Approach LOS		F			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	77.0		17.0	10.0	79.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	71.0		11.0	4.0	73.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	43.8		11.9	4.5	20.0		42.0
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	10.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	6	1275	7	2	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.072	
Satd. Flow (perm)	1652	0	1790	1319	115	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	7			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1386	8	2	830
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1386	8	2	830
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	6.0		74.0	74.0	74.0	74.0

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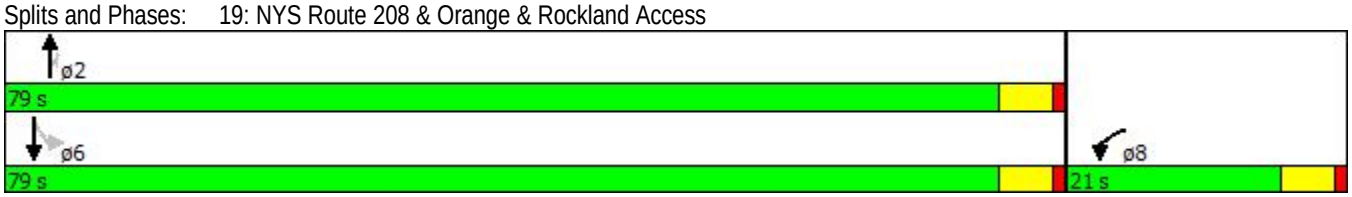
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.07		0.82	0.82	0.82	0.82
v/c Ratio	0.10		0.94	0.01	0.02	0.55
Control Delay	30.2		21.7	1.1	2.0	4.3
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	30.2		21.7	1.1	2.0	4.5
LOS	C		C	A	A	A
Approach Delay	30.2		21.6			4.5
Approach LOS	C		C			A
Queue Length 50th (ft)	3		417	0	0	103
Queue Length 95th (ft)	20		#1052	2	1	179
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	299		1471	1085	94	1502
Starvation Cap Reductn	0		0	0	0	152
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.94	0.01	0.02	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	6	1275	7	2	764
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1680	1938	1790	1552	1599	1828
Adj Flow Rate, veh/h	5	7	1386	8	2	830
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	20	20	5
Cap, veh/h	28	39	1488	1096	170	1519
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	580	812	1790	1319	331	1828
Grp Volume(v), veh/h	13	0	1386	8	2	830
Grp Sat Flow(s),veh/h/ln	1507	0	1790	1319	331	1828
Q Serve(g_s), s	0.7	0.0	48.0	0.1	0.4	11.6
Cycle Q Clear(g_c), s	0.7	0.0	48.0	0.1	48.4	11.6
Prop In Lane	0.38	0.54		1.00	1.00	
Lane Grp Cap(c), veh/h	73	0	1488	1096	170	1519
V/C Ratio(X)	0.18	0.00	0.93	0.01	0.01	0.55
Avail Cap(c_a), veh/h	291	0	1598	1177	191	1631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	5.2	1.2	23.3	2.2
Incr Delay (d2), s/veh	1.2	0.0	9.9	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	26.4	0.0	0.0	5.7
LnGrp Delay(d),s/veh	39.0	0.0	15.1	1.2	23.3	2.5
LnGrp LOS	D		B	A	C	A
Approach Vol, veh/h	13		1394			832
Approach Delay, s/veh	39.0		15.0			2.5
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		73.9				73.9		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		50.0				50.4		2.7
Green Ext Time (p_c), s		18.8				18.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	632	349	0	364	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1746	0	0	1828	1818	0
Flt Permitted					0.953	
Satd. Flow (perm)	1746	0	0	1828	1818	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Adj. Flow (vph)	652	360	0	375	259	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	375	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.81			0.29	0.79	
Control Delay	16.2			6.1	51.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	16.2			6.1	51.6	
Queue Length 50th (ft)	325			70	141	
Queue Length 95th (ft)	#659			121	218	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1252			1290	404	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.81			0.29	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	632	349	0	364	251	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1897	1910	1910	1891	1910	1928
Adj Flow Rate, veh/h	652	360	0	375	259	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	831	459	0	1366	299	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1150	635	0	1891	1796	14
Grp Volume(v), veh/h	0	1012	0	375	262	0
Grp Sat Flow(s),veh/h/ln	0	1785	0	1891	1817	0
Q Serve(g_s), s	0.0	32.7	0.0	6.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	32.7	0.0	6.2	12.6	0.0
Prop In Lane		0.36	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1290	0	1366	302	0
V/C Ratio(X)	0.00	0.78	0.00	0.27	0.87	0.00
Avail Cap(c_a), veh/h	0	1290	0	1366	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	4.3	36.5	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.5	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	0.0	3.3	7.3	0.0
LnGrp Delay(d),s/veh	0.0	12.8	0.0	4.8	48.1	0.0
LnGrp LOS		B		A	D	
Approach Vol, veh/h	1012			375	262	
Approach Delay, s/veh	12.8			4.8	48.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		34.7				8.2		14.6
Green Ext Time (p_c), s		5.9				6.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1479	1900	1507	1612	1747
Flt Permitted	0.950				0.099	
Satd. Flow (perm)	1771	1479	1900	1507	168	1747
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		89		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	103	1136	253	140	652
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	18.0	22.0	100.0	18.0	22.0	122.0
Total Split (%)	12.9%	15.7%	71.4%	12.9%	15.7%	87.1%
Maximum Green (s)	13.0	17.0	95.0	13.0	17.0	117.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.94	0.27	0.83	0.20	0.55	0.45
Control Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	9.2	21.2	1.8	14.8	4.1
Queue Length 50th (ft)	142	0	636	18	18	123
Queue Length 95th (ft)	#283	48	1051	45	67	167
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	164	447	1371	1294	315	1459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.23	0.83	0.20	0.44	0.45

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	98	1079	240	133	619
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1864	1900	1900	1819	1872
Adj Flow Rate, veh/h	154	103	1136	253	140	652
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	1	1	5	2
Cap, veh/h	165	200	1457	1388	268	1565
Arrive On Green	0.09	0.09	0.77	0.77	0.03	0.84
Sat Flow, veh/h	1776	1585	1900	1615	1732	1872
Grp Volume(v), veh/h	154	103	1136	253	140	652
Grp Sat Flow(s),veh/h/ln	1776	1585	1900	1615	1732	1872
Q Serve(g_s), s	12.1	8.5	48.6	3.7	2.3	12.3
Cycle Q Clear(g_c), s	12.1	8.5	48.6	3.7	2.3	12.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	200	1457	1388	268	1565
V/C Ratio(X)	0.93	0.52	0.78	0.18	0.52	0.42
Avail Cap(c_a), veh/h	165	200	1457	1388	421	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.2	9.5	1.6	17.1	2.9
Incr Delay (d2), s/veh	51.0	2.3	4.2	0.3	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.9	26.6	2.8	3.2	6.5
LnGrp Delay(d),s/veh	114.1	59.4	13.7	1.9	18.7	3.7
LnGrp LOS	F	E	B	A	B	A
Approach Vol, veh/h	257		1389			792
Approach Delay, s/veh	92.2		11.5			6.4
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	112.3				122.0		18.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	17.0	95.0				117.0		13.0
Max Q Clear Time (g_c+I1), s	4.3	50.6				14.3		14.1
Green Ext Time (p_c), s	0.4	19.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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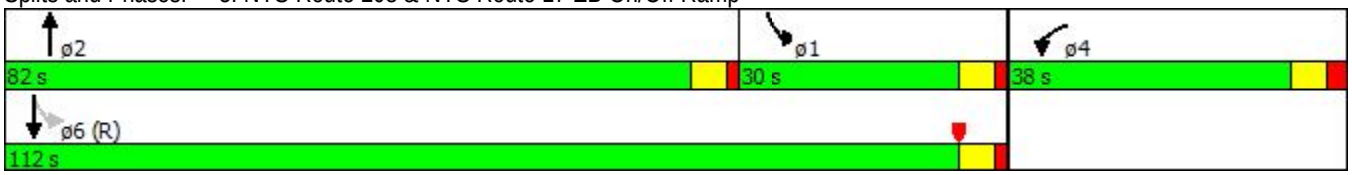
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Maximum Green (s)	31.5		76.5		24.5	106.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m525
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	174	133	766	229	283	790
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1828	1910	1818	1853	1881	1845
Adj Flow Rate, veh/h	179	0	790	0	292	814
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	2	2	4
Cap, veh/h	204	0	927	803	423	1310
Arrive On Green	0.12	0.00	0.51	0.00	0.33	1.00
Sat Flow, veh/h	1732	0	1818	1575	1792	1845
Grp Volume(v), veh/h	180	0	790	0	292	814
Grp Sat Flow(s),veh/h/ln	1741	0	1818	1575	1792	1845
Q Serve(g_s), s	15.3	0.0	56.5	0.0	8.2	0.0
Cycle Q Clear(g_c), s	15.3	0.0	56.5	0.0	8.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	0	927	803	423	1310
V/C Ratio(X)	0.88	0.00	0.85	0.00	0.69	0.62
Avail Cap(c_a), veh/h	366	0	927	803	423	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.44	0.44
Uniform Delay (d), s/veh	65.1	0.0	31.8	0.0	40.6	0.0
Incr Delay (d2), s/veh	4.6	0.0	9.8	0.0	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	30.8	0.0	9.6	0.4
LnGrp Delay(d),s/veh	69.7	0.0	41.6	0.0	42.4	1.0
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	180		790			1106
Approach Delay, s/veh	69.7		41.6			11.9
Approach LOS	E		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	82.0		24.2		112.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	24.5	76.5		31.5		106.5		
Max Q Clear Time (g_c+I1), s	10.2	58.5		17.3		2.0		
Green Ext Time (p_c), s	0.8	2.4		0.4		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1815	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.985			0.955		0.170			0.251		
Satd. Flow (perm)	0	1740	0	0	1815	1615	312	1782	1607	458	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				173			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	416	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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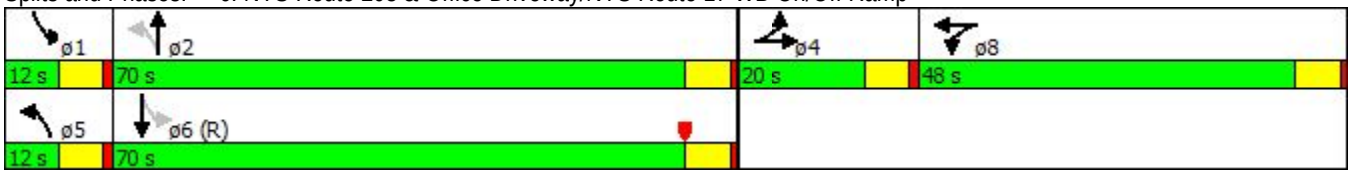
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		48.0	48.0		12.0	70.0		12.0	70.0	
Total Split (%)	13.3%	13.3%		32.0%	32.0%		8.0%	46.7%		8.0%	46.7%	
Maximum Green (s)	14.0	14.0		42.0	42.0		6.0	64.0		6.0	64.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.93			0.91	0.37	0.24	0.68	0.22	0.41	0.84	
Control Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		105.2			79.7	0.7	32.2	49.2	0.2	20.5	38.0	
Queue Length 50th (ft)		143			392	0	35	423	0	51	596	
Queue Length 95th (ft)		#292			#543	0	m44	m552	m0	m80	#863	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		188			508	1615	214	797	1607	297	797	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.82	0.37	0.24	0.68	0.22	0.41	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1901	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	1	5	1	2	1	1	1
Cap, veh/h	48	29	83	420	22	393	301	815	686	287	767	31
Arrive On Green	0.11	0.09	0.09	0.26	0.24	0.00	0.03	0.43	0.00	0.08	0.88	0.88
Sat Flow, veh/h	516	308	893	1723	92	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	173	0	0	416	0	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1717	0	0	1815	0	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	33.7	0.0	0.0	2.5	33.9	0.0	6.0	0.0	24.9
Prop In Lane	0.30		0.52	0.95		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	160	0	0	442	0	393	301	815	686	287	0	798
V/C Ratio(X)	1.08	0.00	0.00	0.94	0.00	0.00	0.17	0.66	0.00	0.43	0.00	0.84
Avail Cap(c_a), veh/h	160	0	0	508	0	452	325	815	686	287	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	54.7	0.0	0.0	25.0	34.4	0.0	27.2	0.0	6.5
Incr Delay (d2), s/veh	94.0	0.0	0.0	23.2	0.0	0.0	0.1	1.9	0.0	1.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	19.7	0.0	0.0	1.2	18.3	0.0	3.0	0.0	13.7
LnGrp Delay(d),s/veh	161.7	0.0	0.0	77.9	0.0	0.0	25.1	36.3	0.0	28.2	0.0	16.6
LnGrp LOS	F			E			C	D		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		161.7			77.9			35.4			18.4	
Approach LOS		F			E			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	70.0		20.0	9.9	72.1		42.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	64.0		14.0	6.0	64.0		42.0
Max Q Clear Time (g_c+I1), s	8.0	35.9		16.0	4.5	26.9		35.7
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	97	1083	655	32	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1721	0	1668	1492
Flt Permitted	0.362				0.950	
Satd. Flow (perm)	639	1747	1721	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			49
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Adj. Flow (vph)	100	1116	675	33	37	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	1116	708	0	37	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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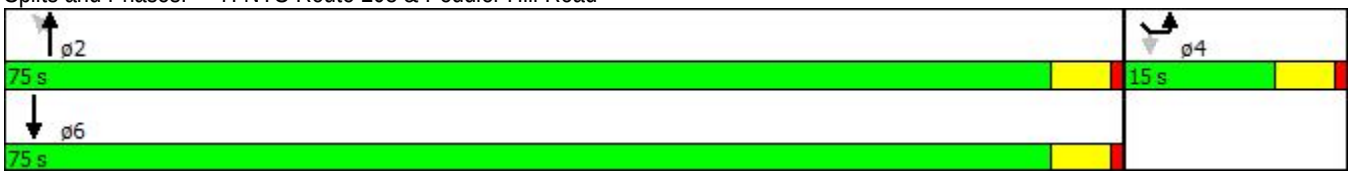
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.18	0.75	0.48		0.16	0.20
Control Delay	3.1	8.9	4.0		33.5	13.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	8.9	4.0		33.5	13.8
Queue Length 50th (ft)	8	214	81		12	0
Queue Length 95th (ft)	24	488	164		50	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	606	1657	1633		407	401
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.67	0.43		0.09	0.12

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 54.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	97	1083	655	32	36	48
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1855	1890	1881	1881
Adj Flow Rate, veh/h	100	1116	675	33	37	49
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	2	0	0
Cap, veh/h	571	1339	1255	61	91	81
Arrive On Green	0.72	0.72	0.72	0.72	0.05	0.05
Sat Flow, veh/h	749	1872	1754	86	1791	1599
Grp Volume(v), veh/h	100	1116	0	708	37	49
Grp Sat Flow(s),veh/h/ln	749	1872	0	1840	1791	1599
Q Serve(g_s), s	3.0	18.0	0.0	7.6	0.9	1.3
Cycle Q Clear(g_c), s	10.7	18.0	0.0	7.6	0.9	1.3
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	571	1339	0	1316	91	81
V/C Ratio(X)	0.18	0.83	0.00	0.54	0.41	0.61
Avail Cap(c_a), veh/h	1262	3067	0	3014	419	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.3	4.3	0.0	2.8	19.7	19.9
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.9	0.0	3.8	0.4	0.6
LnGrp Delay(d),s/veh	5.3	4.8	0.0	2.9	20.8	22.6
LnGrp LOS	A	A		A	C	C
Approach Vol, veh/h		1216	708		86	
Approach Delay, s/veh		4.9	2.9		21.8	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		7.2		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		20.0		3.3		9.6		
Green Ext Time (p_c), s		10.6		0.1		10.7		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	213	33	10	1111	706	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.988	
Flt Protected	0.959					
Satd. Flow (prot)	1698	0	0	1810	1815	0
Flt Permitted	0.959			0.991		
Satd. Flow (perm)	1698	0	0	1793	1815	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				9	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	224	35	11	1169	743	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	1180	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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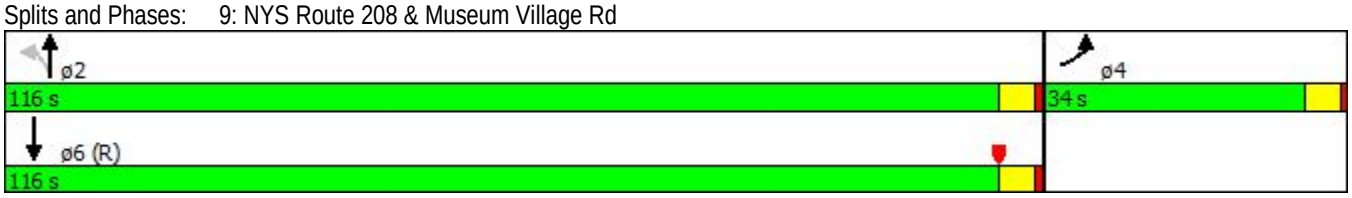
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	34.0		116.0	116.0	116.0	
Total Split (%)	22.7%		77.3%	77.3%	77.3%	
Maximum Green (s)	29.0		111.0	111.0	111.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.78			0.89	0.61	
Control Delay	73.3			17.0	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	73.3			17.0	11.5	
Queue Length 50th (ft)	239			231	338	
Queue Length 95th (ft)	#369			m338	445	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	332			1326	1345	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.78			0.89	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	213	33	10	1111	706	71
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1865	1881	1890	1872	1900	1938
Adj Flow Rate, veh/h	224	35	11	1169	743	75
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	291	45	30	1370	1257	127
Arrive On Green	0.19	0.19	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1506	235	7	1851	1698	171
Grp Volume(v), veh/h	260	0	1180	0	0	818
Grp Sat Flow(s),veh/h/ln	1748	0	1859	0	0	1870
Q Serve(g_s), s	21.1	0.0	3.1	0.0	0.0	30.3
Cycle Q Clear(g_c), s	21.1	0.0	66.6	0.0	0.0	30.3
Prop In Lane	0.86	0.13	0.01			0.09
Lane Grp Cap(c), veh/h	338	0	1400	0	0	1384
V/C Ratio(X)	0.77	0.00	0.84	0.00	0.00	0.59
Avail Cap(c_a), veh/h	338	0	1400	0	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	13.7	0.0	0.0	9.0
Incr Delay (d2), s/veh	15.5	0.0	4.6	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	35.6	0.0	0.0	16.2
LnGrp Delay(d),s/veh	72.8	0.0	18.3	0.0	0.0	10.9
LnGrp LOS	E		B			B
Approach Vol, veh/h	260			1180	818	
Approach Delay, s/veh	72.8			18.3	10.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		111.0		29.0		111.0		
Max Q Clear Time (g_c+I1), s		68.6		23.1		32.3		
Green Ext Time (p_c), s		9.9		0.4		10.3		

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	42	8	16	65	8	23	43	951	91	23	597	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.989			0.995	
Flt Protected		0.969			0.957			0.998			0.998	
Satd. Flow (prot)	0	1918	0	0	2014	1734	0	1802	0	0	1795	0
Flt Permitted		0.969			0.957			0.953			0.941	
Satd. Flow (perm)	0	1918	0	0	2014	1734	0	1720	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				51		7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	2%	0%	5%	2%	1%	2%	7%	2%	0%
Adj. Flow (vph)	43	8	16	66	8	23	44	970	93	23	609	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	74	23	0	1107	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	16.0	16.0		14.0	14.0	14.0	105.0	105.0		105.0	105.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.52			0.48	0.13		0.81			0.49	
Control Delay		70.3			72.9	2.5		18.2			8.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		70.3			72.9	2.5		18.2			8.4	
Queue Length 50th (ft)		53			66	0		605			209	
Queue Length 95th (ft)		107			122	4		#1128			357	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		236			211	227		1370			1347	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.35	0.10		0.81			0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 134.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	42	8	16	65	8	23	43	951	91	23	597	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1933	1881	1948	1990	1929	1910	1888	1910	1910	1870	1910
Adj Flow Rate, veh/h	43	8	16	66	8	23	44	970	93	23	609	24
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	5	1	1	1	2	2	2
Cap, veh/h	55	10	21	90	11	86	67	1254	119	54	1319	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1155	215	430	1699	206	1640	50	1594	151	34	1676	65
Grp Volume(v), veh/h	67	0	0	74	0	23	1107	0	0	656	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1905	0	1640	1794	0	0	1774	0	0
Q Serve(g_s), s	4.9	0.0	0.0	5.1	0.0	1.8	12.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.1	0.0	1.8	43.3	0.0	0.0	15.5	0.0	0.0
Prop In Lane	0.64		0.24	0.89		1.00	0.04		0.08	0.04		0.04
Lane Grp Cap(c), veh/h	86	0	0	100	0	86	1440	0	0	1424	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.74	0.00	0.27	0.77	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	200	0	172	1440	0	0	1424	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.8	0.0	0.0	62.3	0.0	60.7	7.5	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	10.0	0.0	1.6	4.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.0	0.0	0.9	23.1	0.0	0.0	8.3	0.0	0.0
LnGrp Delay(d),s/veh	68.4	0.0	0.0	72.3	0.0	62.3	11.5	0.0	0.0	5.8	0.0	0.0
LnGrp LOS	E			E		E	B			A		
Approach Vol, veh/h		67			97			1107			656	
Approach Delay, s/veh		68.4			69.9			11.5			5.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		11.4		110.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		6.9		0.0		7.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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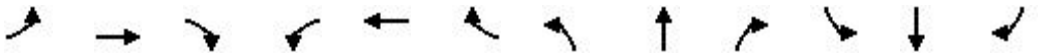

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	381	29	247	379	154	38	131	304	205	123	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.989				0.850		0.895			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1562	1749	0	1652	1670	1583	1599	1508	0	1695	1684	0
Flt Permitted	0.247			0.214			0.635			0.233		
Satd. Flow (perm)	402	1749	0	369	1670	1507	1050	1508	0	412	1684	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4				127					25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	3%	10%	2%	10%	2%	8%	5%	4%	4%	1%	16%
Parking (#/hr)			0									
Adj. Flow (vph)	51	393	30	255	391	159	39	135	313	211	127	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	423	0	255	391	159	39	448	0	211	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	41.0		18.0	43.0	12.0	14.0	43.0		12.0	41.0	
Total Split (%)	14.0%	36.0%		15.8%	37.7%	10.5%	12.3%	37.7%		10.5%	36.0%	
Maximum Green (s)	11.0	36.0		13.0	38.0	7.0	9.0	38.0		7.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.85		0.91	0.76	0.24	0.09	0.89		0.77	0.28	
Control Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.3	51.8		70.8	44.0	4.8	18.3	54.9		43.0	22.6	
Queue Length 50th (ft)	20	276		113	258	10	14	283		87	82	
Queue Length 95th (ft)	42	401		#222	364	38	37	#502		#215	156	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	307	660		333	663	659	499	598		273	699	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.64		0.77	0.59	0.24	0.08	0.75		0.77	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 99.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	381	29	247	379	154	38	131	304	205	123	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1754	1836	1900	1863	1727	1863	1742	1803	1881	1845	1806	1919
Adj Flow Rate, veh/h	51	393	30	255	391	159	39	135	313	211	127	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	3	2	10	2	8	5	5	4	1	1
Cap, veh/h	347	430	33	289	445	518	423	149	346	246	400	214
Arrive On Green	0.14	0.28	0.28	0.12	0.26	0.26	0.02	0.31	0.31	0.07	0.36	0.36
Sat Flow, veh/h	1670	1514	116	1774	1727	1553	1659	478	1108	1757	1102	590
Grp Volume(v), veh/h	51	0	423	255	391	159	39	0	448	211	0	195
Grp Sat Flow(s),veh/h/ln	1670	0	1629	1774	1727	1553	1659	0	1587	1757	0	1693
Q Serve(g_s), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.0	23.6	8.8	20.4	3.9	1.5	0.0	25.4	7.0	0.0	7.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.70	1.00		0.35
Lane Grp Cap(c), veh/h	347	0	463	289	445	518	423	0	496	246	0	615
V/C Ratio(X)	0.15	0.00	0.91	0.88	0.88	0.31	0.09	0.00	0.90	0.86	0.00	0.32
Avail Cap(c_a), veh/h	347	0	624	328	698	746	542	0	641	246	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	32.5	39.2	33.5	9.0	21.3	0.0	31.0	25.2	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	12.7	20.0	5.1	0.1	0.0	0.0	11.9	23.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.2	8.1	10.3	1.7	0.7	0.0	12.7	3.7	0.0	3.6
LnGrp Delay(d),s/veh	33.4	0.0	45.2	59.2	38.6	9.1	21.3	0.0	42.9	48.6	0.0	21.7
LnGrp LOS	C		D	E	D	A	C		D	D		C
Approach Vol, veh/h		474			805			487			406	
Approach Delay, s/veh		43.9			39.3			41.1			35.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	31.7	7.2	39.1	18.4	29.2	12.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	36.0	9.0	36.0	11.0	38.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	25.6	3.5	9.8	2.0	22.4	9.0	27.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.4	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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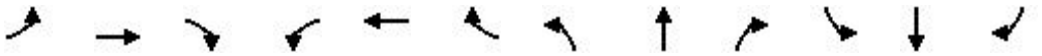

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	30	86	379	20	576	49	518	336	117	615	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1843	1615	1805	1919	1615	1745	1782	1607	1734	1694	0
Flt Permitted		0.970		0.950			0.203			0.275		
Satd. Flow (perm)	0	1843	1615	1805	1919	1615	373	1782	1607	502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			574			202		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	5%	1%	2%	1%	1%	0%
Adj. Flow (vph)	52	31	90	395	21	600	51	540	350	122	641	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	90	395	21	600	51	540	350	122	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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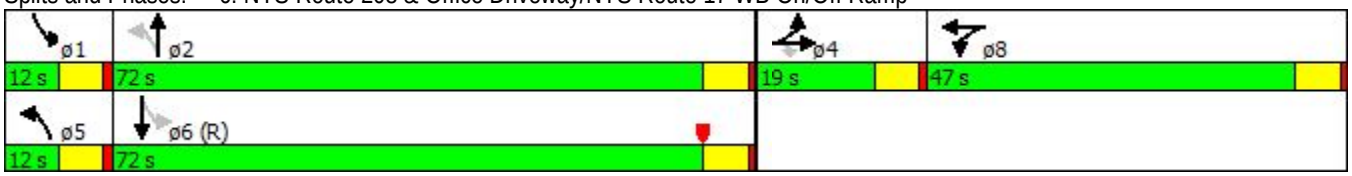
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	47.0	47.0		12.0	72.0		12.0	72.0	
Total Split (%)	12.7%	12.7%	12.7%	31.3%	31.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	13.0	13.0	13.0	41.0	41.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.64	0.42	0.87	0.05	0.37	0.20	0.63	0.22	0.36	0.78	
Control Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		88.9	12.4	72.5	41.5	0.7	29.6	46.0	0.2	18.0	32.5	
Queue Length 50th (ft)		80	0	368	16	0	35	412	0	50	332	
Queue Length 95th (ft)		138	37	485	38	0	m44	m544	m0	m79	#840	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		159	239	517	524	1615	253	851	1607	337	851	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52	0.38	0.76	0.04	0.37	0.20	0.63	0.22	0.36	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	30	86	379	20	576	49	518	336	117	615	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1919	1900	1837	1909	1891	1825	1825	1843
Adj Flow Rate, veh/h	52	31	90	395	21	0	51	540	0	122	641	26
Adj No. of Lanes	0	1	1	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	1	5	1	2	1	1	1
Cap, veh/h	79	47	111	437	438	368	340	840	707	303	791	32
Arrive On Green	0.08	0.07	0.07	0.24	0.23	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1154	688	1615	1810	1919	1615	1749	1909	1607	1738	1742	71
Grp Volume(v), veh/h	83	0	90	395	21	0	51	540	0	122	0	667
Grp Sat Flow(s),veh/h/ln	1842	0	1615	1810	1919	1615	1749	1909	1607	1738	0	1813
Q Serve(g_s), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Cycle Q Clear(g_c), s	6.6	0.0	8.2	31.8	1.3	0.0	2.4	33.1	0.0	6.0	0.0	19.2
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	127	0	111	437	438	368	340	840	707	303	0	823
V/C Ratio(X)	0.66	0.00	0.81	0.90	0.05	0.00	0.15	0.64	0.00	0.40	0.00	0.81
Avail Cap(c_a), veh/h	160	0	140	519	525	441	364	840	707	303	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	68.9	55.2	45.2	0.0	23.1	32.8	0.0	25.4	0.0	4.6
Incr Delay (d2), s/veh	3.1	0.0	19.4	15.9	0.0	0.0	0.1	1.7	0.0	0.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	4.3	17.8	0.7	0.0	1.2	17.8	0.0	2.9	0.0	10.5
LnGrp Delay(d),s/veh	70.6	0.0	88.3	71.1	45.2	0.0	23.2	34.5	0.0	26.2	0.0	13.1
LnGrp LOS	E		F	E	D		C	C		C		B
Approach Vol, veh/h		173			416			591			789	
Approach Delay, s/veh		79.8			69.8			33.5			15.2	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	9.9	74.1		40.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		13.0	6.0	66.0		41.0
Max Q Clear Time (g_c+I1), s	8.0	35.1		10.2	4.4	21.2		33.8
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	5	17	38	1081	670	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.999	
Flt Protected	0.989			0.998		
Satd. Flow (prot)	1717	0	0	1861	1808	0
Flt Permitted	0.989			0.964		
Satd. Flow (perm)	1717	0	0	1797	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	0%	0%	1%	2%	0%
Adj. Flow (vph)	5	18	40	1138	705	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1178	712	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.13			0.88	0.53	
Control Delay	22.1			14.6	4.7	
Queue Delay	0.0			0.1	0.1	
Total Delay	22.1			14.7	4.8	
Queue Length 50th (ft)	2			231	79	
Queue Length 95th (ft)	26			479	141	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	446			1697	1707	
Starvation Cap Reductn	0			29	127	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.71	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 67.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	5	17	38	1081	670	7
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1900	1948	1929	1872	1910
Adj Flow Rate, veh/h	5	18	40	1138	705	7
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	21	75	85	1431	1436	14
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	325	1170	33	1844	1851	18
Grp Volume(v), veh/h	24	0	1178	0	0	712
Grp Sat Flow(s),veh/h/ln	1560	0	1878	0	0	1869
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	0.9	0.0	22.0	0.0	0.0	8.6
Prop In Lane	0.21	0.75	0.03			0.01
Lane Grp Cap(c), veh/h	100	0	1517	0	0	1451
V/C Ratio(X)	0.24	0.00	0.78	0.00	0.00	0.49
Avail Cap(c_a), veh/h	399	0	2264	0	0	2213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	4.0	0.0	0.0	2.5
Incr Delay (d2), s/veh	1.2	0.0	1.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	11.6	0.0	0.0	4.3
LnGrp Delay(d),s/veh	29.0	0.0	5.0	0.0	0.0	2.8
LnGrp LOS	C		A			A
Approach Vol, veh/h	24			1178	712	
Approach Delay, s/veh	29.0			5.0	2.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				53.5		9.0		53.5
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				24.0		2.9		10.6
Green Ext Time (p_c), s				24.5		0.0		27.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	5	6	1318	772	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1685	0	0	1862	1900	0
Flt Permitted	0.986			0.997		
Satd. Flow (perm)	1685	0	0	1857	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	5	6	1373	804	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	1379	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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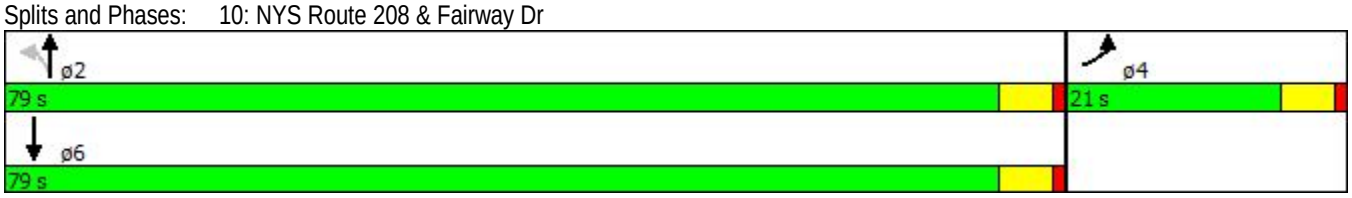
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.06			0.90	0.52	
Control Delay	28.9			16.2	3.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.9			16.2	3.8	
Queue Length 50th (ft)	1			361	94	
Queue Length 95th (ft)	14			#998	153	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	304			1529	1564	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.90	0.52	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 10: NYS Route 208 & Fairway Dr



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	5	6	1318	772	2
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	5	6	1373	804	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	21	53	47	1528	1559	4
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	421	1052	2	1857	1895	5
Grp Volume(v), veh/h	8	0	1379	0	0	806
Grp Sat Flow(s),veh/h/ln	1684	0	1859	0	0	1899
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.4	0.0	39.9	0.0	0.0	10.3
Prop In Lane	0.25	0.62	0.00			0.00
Lane Grp Cap(c), veh/h	85	0	1575	0	0	1563
V/C Ratio(X)	0.09	0.00	0.88	0.00	0.00	0.52
Avail Cap(c_a), veh/h	341	0	1786	0	0	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	4.8	0.0	0.0	2.2
Incr Delay (d2), s/veh	0.5	0.0	4.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	21.6	0.0	0.0	5.3
LnGrp Delay(d),s/veh	36.2	0.0	9.5	0.0	0.0	2.4
LnGrp LOS	D		A			A
Approach Vol, veh/h	8			1379	806	
Approach Delay, s/veh	36.2			9.5	2.4	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		70.0		9.0		70.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		41.9		2.4		12.3		
Green Ext Time (p_c), s		23.1		0.0		35.0		

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	15	24	32	985	620	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917				0.997	
Flt Protected	0.981			0.998		
Satd. Flow (prot)	1707	0	0	1815	1775	0
Flt Permitted	0.981			0.973		
Satd. Flow (perm)	1707	0	0	1770	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				3	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	4%	0%	1%	2%	8%
Adj. Flow (vph)	15	24	32	995	626	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1027	639	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.17			0.85	0.53	
Control Delay	19.6			14.0	5.6	
Queue Delay	0.0			0.1	0.0	
Total Delay	19.6			14.1	5.6	
Queue Length 50th (ft)	4			171	69	
Queue Length 95th (ft)	36			363	135	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	549			1726	1730	
Starvation Cap Reductn	0			105	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.07			0.63	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 55.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	24	32	985	620	13
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1881	1900	1882	1842	1881
Adj Flow Rate, veh/h	15	24	32	995	626	13
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	49	79	91	1327	1311	27
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	637	1019	26	1820	1798	37
Grp Volume(v), veh/h	40	0	1027	0	0	639
Grp Sat Flow(s),veh/h/ln	1698	0	1846	0	0	1835
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.2	0.0	16.8	0.0	0.0	7.5
Prop In Lane	0.37	0.60	0.03			0.02
Lane Grp Cap(c), veh/h	131	0	1418	0	0	1339
V/C Ratio(X)	0.30	0.00	0.72	0.00	0.00	0.48
Avail Cap(c_a), veh/h	525	0	2684	0	0	2626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	1.3	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.6	0.0	0.0	3.6
LnGrp Delay(d),s/veh	23.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	40			1027	639	
Approach Delay, s/veh	23.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.7		9.0		42.7
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.8		3.2		9.5
Green Ext Time (p_c), s				18.9		0.0		19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	13	6	978	22	3	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.997			
Flt Protected	0.967					
Satd. Flow (prot)	1666	0	1813	0	0	1792
Flt Permitted	0.967					0.997
Satd. Flow (perm)	1666	0	1813	0	0	1786
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	13	6	988	22	3	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1010	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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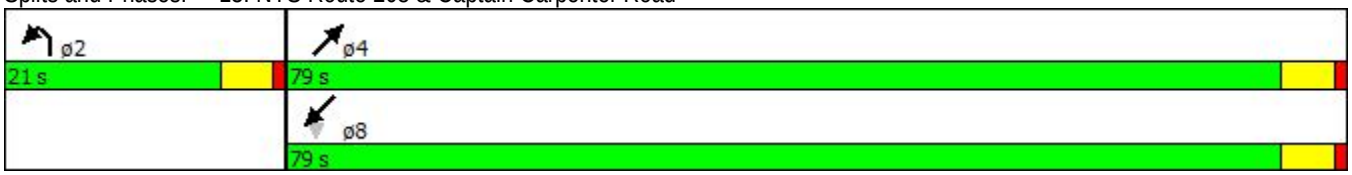
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.09		0.84			0.53
Control Delay	22.9		13.4			5.8
Queue Delay	0.0		0.0			0.0
Total Delay	22.9		13.4			5.8
Queue Length 50th (ft)	3		157			67
Queue Length 95th (ft)	24		325			128
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	559		1811			1784
Starvation Cap Reductn	0		0			50
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.56			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	13	6	978	22	3	620
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1854
Adj Flow Rate, veh/h	13	6	988	22	3	626
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	92	42	1323	29	73	1334
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1155	533	1834	41	1	1849
Grp Volume(v), veh/h	20	0	0	1010	629	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1874	1850	0
Q Serve(g_s), s	0.5	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	16.4	7.2	0.0
Prop In Lane	0.65	0.30		0.02	0.00	
Lane Grp Cap(c), veh/h	141	0	0	1353	1407	0
V/C Ratio(X)	0.14	0.00	0.00	0.75	0.45	0.00
Avail Cap(c_a), veh/h	565	0	0	2758	2781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	4.2	2.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	8.5	3.6	0.0
LnGrp Delay(d),s/veh	22.0	0.0	0.0	5.1	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	20		1010			629
Approach Delay, s/veh	22.0		5.1			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		41.3				41.3
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.5		18.4				9.2
Green Ext Time (p_c), s		0.0		17.9				18.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	3	981	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1819	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1799	1819	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	2	2	3	1011	640	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1014	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		None	None	None	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.02			0.84	0.53	
Control Delay	22.5			13.2	5.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	22.5			13.2	5.5	
Queue Length 50th (ft)	1			154	66	
Queue Length 95th (ft)	9			293	113	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	576			1799	1819	
Starvation Cap Reductn	0			24	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.57	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 50.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	3	981	621	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1881	1919
Adj Flow Rate, veh/h	2	2	3	1011	640	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	54	54	72	1349	1359	4
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	690	690	1	1860	1875	6
Grp Volume(v), veh/h	5	0	1014	0	0	642
Grp Sat Flow(s),veh/h/ln	1725	0	1861	0	0	1880
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.1	0.0	16.7	0.0	0.0	7.3
Prop In Lane	0.40	0.40	0.00			0.00
Lane Grp Cap(c), veh/h	135	0	1420	0	0	1364
V/C Ratio(X)	0.04	0.00	0.71	0.00	0.00	0.47
Avail Cap(c_a), veh/h	542	0	2771	0	0	2732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	4.2	0.0	0.0	2.9
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.4	0.0	0.0	3.7
LnGrp Delay(d),s/veh	21.8	0.0	4.9	0.0	0.0	3.2
LnGrp LOS	C		A			A
Approach Vol, veh/h	5			1014	642	
Approach Delay, s/veh	21.8			4.9	3.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.9		9.0		41.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				18.7		2.1		9.3
Green Ext Time (p_c), s				18.2		0.0		18.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	14	18	967	16	25	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.998			
Flt Protected	0.979					0.998
Satd. Flow (prot)	1674	0	1813	0	0	1798
Flt Permitted	0.979					0.949
Satd. Flow (perm)	1674	0	1813	0	0	1710
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	7%	0%	2%
Adj. Flow (vph)	14	19	997	16	26	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	1013	0	0	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.14		0.84			0.57
Control Delay	19.0		13.5			6.5
Queue Delay	0.0		0.0			0.1
Total Delay	19.0		13.5			6.6
Queue Length 50th (ft)	4		158			73
Queue Length 95th (ft)	31		338			148
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	565		1800			1697
Starvation Cap Reductn	0		0			295
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.56			0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	14	18	967	16	25	609
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1879	1900	1900	1864
Adj Flow Rate, veh/h	14	19	997	16	26	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	2	2
Cap, veh/h	55	75	1343	22	94	1287
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	706	958	1845	30	29	1768
Grp Volume(v), veh/h	34	0	0	1013	654	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1874	1797	0
Q Serve(g_s), s	1.0	0.0	0.0	16.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	16.5	7.6	0.0
Prop In Lane	0.41	0.56		0.02	0.04	
Lane Grp Cap(c), veh/h	133	0	0	1364	1380	0
V/C Ratio(X)	0.26	0.00	0.00	0.74	0.47	0.00
Avail Cap(c_a), veh/h	533	0	0	2696	2592	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	4.1	2.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	8.5	3.9	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	5.0	3.2	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	34		1013			654
Approach Delay, s/veh	23.3		5.0			3.2
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		42.4				42.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		18.5				9.6
Green Ext Time (p_c), s		0.0		19.0				19.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	1	8	29	3	15	7	943	35	15	598	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.958			0.995			0.998	
Flt Protected		0.973			0.970						0.999	
Satd. Flow (prot)	0	1758	0	0	1792	0	0	1873	0	0	1855	0
Flt Permitted		0.820			0.798			0.996			0.974	
Satd. Flow (perm)	0	1481	0	0	1474	0	0	1865	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			5			2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	11%
Adj. Flow (vph)	11	1	8	30	3	15	7	972	36	15	616	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	48	0	0	1015	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Maximum Green (s)	17.0	17.0		17.0	17.0		73.0	73.0		73.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.09			0.22			0.83			0.54	
Control Delay		21.8			22.4			13.4			6.4	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay		21.8			22.4			13.7			6.4	
Queue Length 50th (ft)		3			8			165			74	
Queue Length 95th (ft)		25			46			364			155	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		522			524			1837			1782	
Starvation Cap Reductn		0			0			242			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.09			0.64			0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 52.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	11	1	8	29	3	15	7	943	35	15	598	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1861	1900
Adj Flow Rate, veh/h	11	1	8	30	3	15	7	972	36	15	616	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	158	27	51	182	17	38	73	1306	48	82	1295	21
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	630	341	647	862	218	491	3	1797	66	14	1782	28
Grp Volume(v), veh/h	20	0	0	48	0	0	1015	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1570	0	0	1866	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.4	0.0	0.0	16.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.40	0.62		0.31	0.01		0.04	0.02		0.02
Lane Grp Cap(c), veh/h	235	0	0	237	0	0	1427	0	0	1397	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.20	0.00	0.00	0.71	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	621	0	0	625	0	0	2722	0	0	2627	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	22.4	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.7	0.0	0.0	8.4	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	22.2	0.0	0.0	22.8	0.0	0.0	4.9	0.0	0.0	3.2	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		20			48			1015			641	
Approach Delay, s/veh		22.2			22.8			4.9			3.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		42.2		9.0		42.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.4		18.6		2.5		9.4
Green Ext Time (p_c), s		0.2		18.6		0.2		19.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

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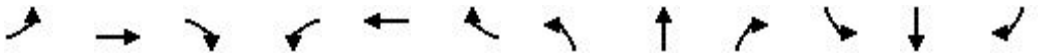

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1	2	23	1	33	23	924	24	20	556	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.921			0.997			0.991	
Flt Protected		0.957			0.981			0.999			0.998	
Satd. Flow (prot)	0	1911	0	0	1898	0	0	1821	0	0	1760	0
Flt Permitted		0.708			0.859			0.982			0.963	
Satd. Flow (perm)	0	1413	0	0	1662	0	0	1790	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			3			9	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	24	1	2	23	1	34	23	943	24	20	567	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	58	0	0	990	0	0	627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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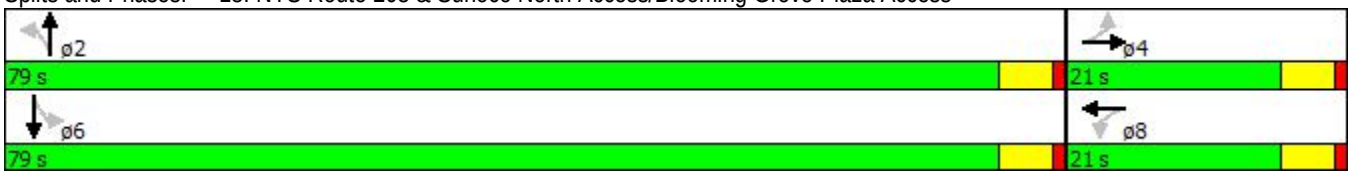
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.14			0.23			0.84			0.56	
Control Delay		26.5			17.7			14.1			6.5	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		26.5			17.7			14.1			6.9	
Queue Length 50th (ft)		6			6			160			70	
Queue Length 95th (ft)		35			44			356			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		469			573			1790			1698	
Starvation Cap Reductn		0			0			0			525	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.10			0.55			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	1	2	23	1	33	23	924	24	20	556	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1891	1910	1890	1841	1890
Adj Flow Rate, veh/h	24	1	2	23	1	34	23	943	24	20	567	40
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	3	3	3
Cap, veh/h	254	14	10	149	12	80	89	1274	32	92	1163	80
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1348	167	121	534	146	963	17	1800	45	20	1642	113
Grp Volume(v), veh/h	27	0	0	58	0	0	990	0	0	627	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1643	0	0	1862	0	0	1776	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	15.5	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.89		0.07	0.40		0.59	0.02		0.02	0.03		0.06
Lane Grp Cap(c), veh/h	278	0	0	242	0	0	1395	0	0	1335	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.24	0.00	0.00	0.71	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	647	0	0	646	0	0	2923	0	0	2757	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	0.0	4.3	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	20.6	0.0	0.0	21.3	0.0	0.0	5.0	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		27			58			990			627	
Approach Delay, s/veh		20.6			21.3			5.0			3.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		9.0		38.9		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		17.5		2.6		9.4		3.6
Green Ext Time (p_c), s		16.4		0.3		16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	14	1107	3	2	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1928	0	1844	1583	1823	1863
Flt Permitted	0.975				0.108	
Satd. Flow (perm)	1928	0	1844	1583	207	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	1%	0%	0%	3%
Adj. Flow (vph)	16	15	1190	3	2	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1190	3	2	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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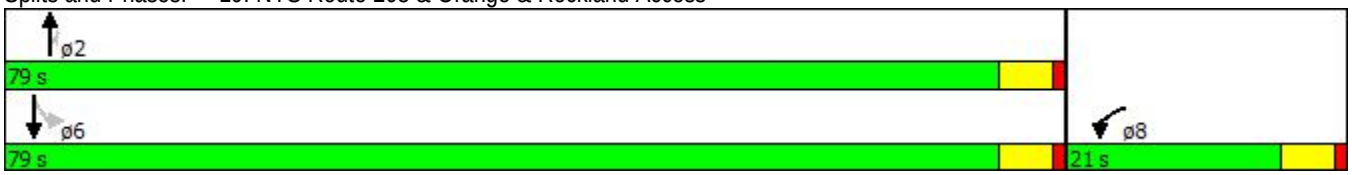
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.15		0.88	0.00	0.01	0.58
Control Delay	25.8		14.7	1.3	2.0	5.5
Queue Delay	0.0		0.8	0.0	0.0	0.0
Total Delay	25.8		15.5	1.3	2.0	5.5
Queue Length 50th (ft)	6		236	0	0	97
Queue Length 95th (ft)	36		482	1	1	173
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	514		1752	1504	197	1770
Starvation Cap Reductn	0		264	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.80	0.00	0.01	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 65.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	14	1107	3	2	737
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1940	1938	1844	1862	1919	1863
Adj Flow Rate, veh/h	16	15	1190	3	2	792
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	54	51	1445	1241	299	1461
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	876	821	1844	1583	481	1863
Grp Volume(v), veh/h	32	0	1190	3	2	792
Grp Sat Flow(s),veh/h/ln	1752	0	1844	1583	481	1863
Q Serve(g_s), s	1.1	0.0	25.5	0.0	0.2	10.4
Cycle Q Clear(g_c), s	1.1	0.0	25.5	0.0	25.7	10.4
Prop In Lane	0.50	0.47		1.00	1.00	
Lane Grp Cap(c), veh/h	108	0	1445	1241	299	1461
V/C Ratio(X)	0.30	0.00	0.82	0.00	0.01	0.54
Avail Cap(c_a), veh/h	433	0	2106	1808	472	2128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	4.3	1.5	12.1	2.6
Incr Delay (d2), s/veh	1.5	0.0	1.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	13.0	0.0	0.0	5.2
LnGrp Delay(d),s/veh	30.6	0.0	6.1	1.5	12.1	2.9
LnGrp LOS	C		A	A	B	A
Approach Vol, veh/h	32		1193			794
Approach Delay, s/veh	30.6		6.1			3.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		55.8				55.8		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		27.5				27.7		3.1
Green Ext Time (p_c), s		23.2				23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SATURDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	418	221	0	397	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1725	0	0	1828	1783	0
Flt Permitted					0.953	
Satd. Flow (perm)	1725	0	0	1828	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	0%	1%	3%	0%
Adj. Flow (vph)	492	260	0	467	254	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	0	467	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA			NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.61			0.37	0.76	
Control Delay	10.0			7.2	48.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.0			7.2	48.5	
Queue Length 50th (ft)	175			93	139	
Queue Length 95th (ft)	311			164	190	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1236			1290	409	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.61			0.36	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	418	221	0	397	216	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1910	1891	1873	1928
Adj Flow Rate, veh/h	492	260	0	467	254	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	1	1	0	0
Cap, veh/h	834	441	0	1366	293	2
Arrive On Green	0.72	0.72	0.00	0.72	0.17	0.17
Sat Flow, veh/h	1154	610	0	1891	1761	14
Grp Volume(v), veh/h	0	752	0	467	257	0
Grp Sat Flow(s),veh/h/ln	0	1764	0	1891	1782	0
Q Serve(g_s), s	0.0	18.5	0.0	8.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	18.5	0.0	8.2	12.6	0.0
Prop In Lane		0.35	0.00		0.99	0.01
Lane Grp Cap(c), veh/h	0	1275	0	1366	296	0
V/C Ratio(X)	0.00	0.59	0.00	0.34	0.87	0.00
Avail Cap(c_a), veh/h	0	1275	0	1366	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	4.6	36.6	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.7	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	4.4	7.2	0.0
LnGrp Delay(d),s/veh	0.0	8.0	0.0	5.3	48.3	0.0
LnGrp LOS		A		A	D	
Approach Vol, veh/h	752			467	257	
Approach Delay, s/veh	8.0			5.3	48.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.0				70.0		20.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		20.5				10.2		14.6
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1895	1401	1900	1423	1693	1782
Flt Permitted	0.950				0.301	
Satd. Flow (perm)	1895	1401	1900	1423	536	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	40	780	39	27	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	24.0	20.0	96.0	24.0	20.0	116.0
Total Split (%)	17.1%	14.3%	68.6%	17.1%	14.3%	82.9%
Maximum Green (s)	19.0	15.0	91.0	19.0	15.0	111.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.29	0.19	0.50	0.03	0.05	0.51
Control Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	15.8	6.4	0.6	1.6	3.5
Queue Length 50th (ft)	28	0	208	1	2	122
Queue Length 95th (ft)	63	34	317	5	7	204
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	282	313	1555	1376	606	1578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.50	0.03	0.04	0.51

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	37	725	36	25	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1995	1765	1900	1793	1910	1910
Adj Flow Rate, veh/h	34	40	780	39	27	810
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	13	1	7	0	0
Cap, veh/h	76	89	1561	1313	568	1682
Arrive On Green	0.04	0.04	0.82	0.82	0.02	0.88
Sat Flow, veh/h	1900	1501	1900	1524	1819	1910
Grp Volume(v), veh/h	34	40	780	39	27	810
Grp Sat Flow(s),veh/h/ln	1900	1501	1900	1524	1819	1910
Q Serve(g_s), s	2.2	3.2	15.7	0.5	0.3	11.1
Cycle Q Clear(g_c), s	2.2	3.2	15.7	0.5	0.3	11.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	76	89	1561	1313	568	1682
V/C Ratio(X)	0.45	0.45	0.50	0.03	0.05	0.48
Avail Cap(c_a), veh/h	286	255	1561	1313	749	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	57.3	3.4	1.2	2.6	1.6
Incr Delay (d2), s/veh	4.1	3.5	1.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.4	8.5	0.3	0.1	6.1
LnGrp Delay(d),s/veh	63.2	60.8	4.6	1.3	2.6	2.6
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	74		819			837
Approach Delay, s/veh	61.9		4.4			2.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	108.6				116.0		10.1
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	91.0				111.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	17.7				13.1		5.2
Green Ext Time (p_c), s	0.0	13.0				13.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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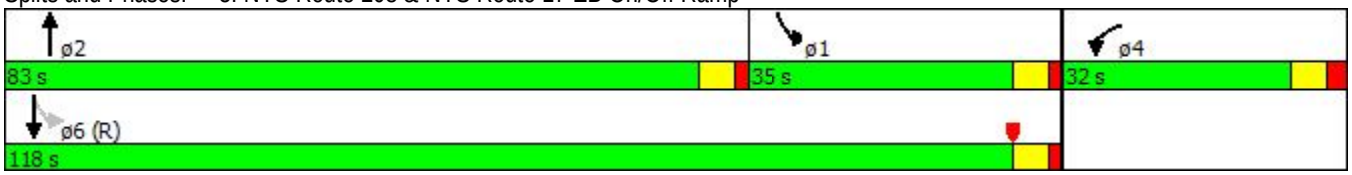
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Maximum Green (s)	25.5		77.5		29.5	112.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	90	58	601	228	314	545
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1910	1853	1835	1919	1881
Adj Flow Rate, veh/h	96	0	639	0	334	580
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	117	0	958	806	609	1411
Arrive On Green	0.07	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1677	0	1853	1560	1828	1881
Grp Volume(v), veh/h	97	0	639	0	334	580
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1560	1828	1881
Q Serve(g_s), s	8.5	0.0	38.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	38.1	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118	0	958	806	609	1411
V/C Ratio(X)	0.82	0.00	0.67	0.00	0.55	0.41
Avail Cap(c_a), veh/h	288	0	958	806	609	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.66	0.66
Uniform Delay (d), s/veh	68.8	0.0	26.7	0.0	25.3	0.0
Incr Delay (d2), s/veh	5.2	0.0	3.7	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	20.5	0.0	8.5	0.2
LnGrp Delay(d),s/veh	74.0	0.0	30.4	0.0	25.7	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	97		639			914
Approach Delay, s/veh	74.0		30.4			9.8
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		17.0		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	2.0	40.1		10.5		2.0		
Green Ext Time (p_c), s	0.9	1.9		0.2		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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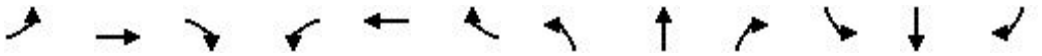

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.957		0.950			0.950		
Satd. Flow (prot)	0	1630	0	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.982			0.957		0.258			0.430		
Satd. Flow (perm)	0	1630	0	0	1788	1631	498	1765	1607	769	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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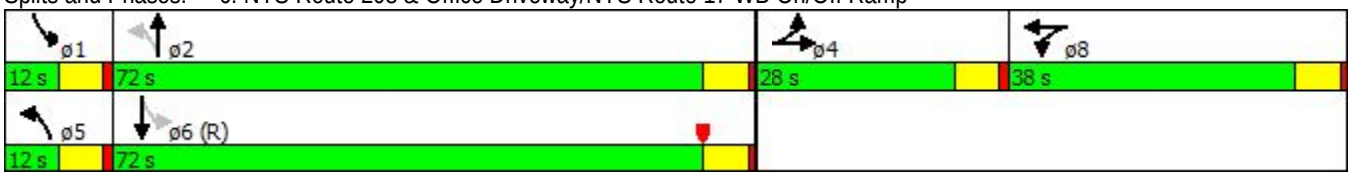
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0		38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%		25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0		32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		0.71			0.81	0.16	0.14	0.41	0.15	0.16	0.69	
Control Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		74.4			82.7	0.2	20.3	27.7	0.2	12.8	24.8	
Queue Length 50th (ft)		88			215	0	19	165	0	29	288	
Queue Length 95th (ft)		152			296	0	m55	334	0	m59	#821	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		259			381	1631	360	958	1607	522	956	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44			0.59	0.16	0.14	0.41	0.15	0.16	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1770	1900	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	3	1	1
Cap, veh/h	49	23	62	227	23	228	356	832	707	390	777	43
Arrive On Green	0.10	0.08	0.08	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	588	280	742	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	115	0	0	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1610	0	0	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.37		0.46	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	135	0	0	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.85	0.00	0.00	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	236	0	0	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	0.0	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	73.1	0.0	0.0	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E			E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		73.1			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		18.6	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		12.6	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	33	707	691	11	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1730	1744	0	1668	1492
Flt Permitted	0.327				0.950	
Satd. Flow (perm)	577	1730	1744	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			73
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	33	714	698	11	8	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	714	709	0	8	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Prot	Perm

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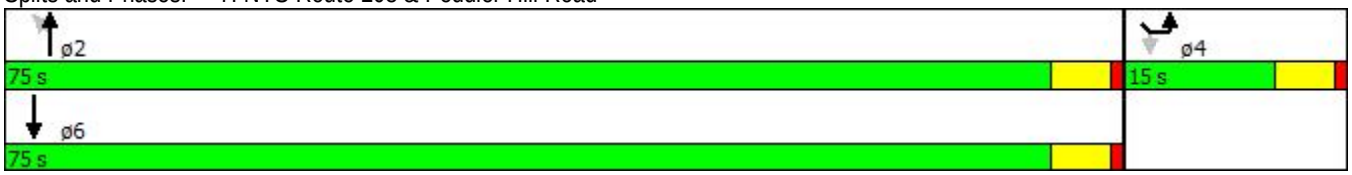
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Maximum Green (s)	70.0	70.0	70.0		10.0	10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.08	0.55	0.54		0.02	0.20
Control Delay	3.8	6.4	6.2		15.8	7.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.8	6.4	6.2		15.8	7.3
Queue Length 50th (ft)	2	74	72		1	0
Queue Length 95th (ft)	10	173	169		11	26
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	577	1730	1744		701	669
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.41	0.41		0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 29.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	33	707	691	11	8	72
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1872	1890	1881	1881
Adj Flow Rate, veh/h	33	714	698	11	8	73
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	502	1068	1059	17	100	89
Arrive On Green	0.58	0.58	0.58	0.58	0.06	0.06
Sat Flow, veh/h	748	1853	1838	29	1791	1599
Grp Volume(v), veh/h	33	714	0	709	8	73
Grp Sat Flow(s),veh/h/ln	748	1853	0	1867	1791	1599
Q Serve(g_s), s	0.9	7.2	0.0	7.1	0.1	1.2
Cycle Q Clear(g_c), s	7.9	7.2	0.0	7.1	0.1	1.2
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	502	1068	0	1075	100	89
V/C Ratio(X)	0.07	0.67	0.00	0.66	0.08	0.82
Avail Cap(c_a), veh/h	1998	4775	0	4810	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.0	0.0	3.9	12.2	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	0.0	3.6	0.1	0.7
LnGrp Delay(d),s/veh	6.7	4.2	0.0	4.2	12.3	19.3
LnGrp LOS	A	A		A	B	B
Approach Vol, veh/h		747	709		81	
Approach Delay, s/veh		4.4	4.2		18.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.6		6.5		20.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		9.9		3.2		9.1		
Green Ext Time (p_c), s		5.7		0.1		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	13	8	673	711	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.987	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1660	0	0	1808	1829	0
Flt Permitted	0.958			0.991		
Satd. Flow (perm)	1660	0	0	1793	1829	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				10	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	90	13	8	687	726	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	695	804	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	

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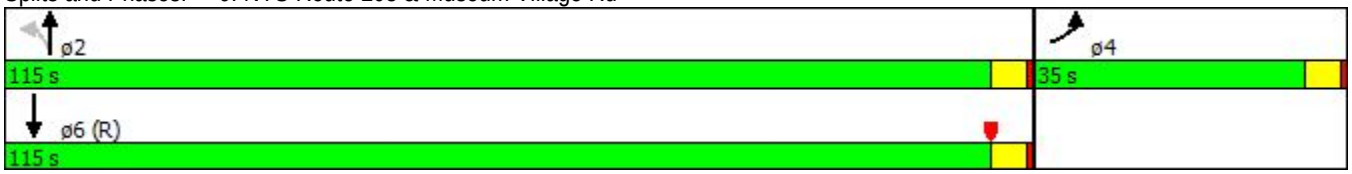
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	35.0		115.0	115.0	115.0	
Total Split (%)	23.3%		76.7%	76.7%	76.7%	
Maximum Green (s)	30.0		110.0	110.0	110.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	0.31			0.53	0.60	
Control Delay	52.1			4.9	11.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	52.1			4.9	11.6	
Queue Length 50th (ft)	83			76	334	
Queue Length 95th (ft)	143			110	442	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	335			1314	1343	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.53	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	88	13	8	673	711	76
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1881	1890	1872	1917	1938
Adj Flow Rate, veh/h	90	13	8	687	726	78
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	296	43	30	1357	1248	134
Arrive On Green	0.20	0.20	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1481	214	8	1851	1702	183
Grp Volume(v), veh/h	104	0	695	0	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	1858	0	0	1885
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	29.8
Cycle Q Clear(g_c), s	7.8	0.0	23.6	0.0	0.0	29.8
Prop In Lane	0.87	0.12	0.01			0.10
Lane Grp Cap(c), veh/h	342	0	1387	0	0	1382
V/C Ratio(X)	0.30	0.00	0.50	0.00	0.00	0.58
Avail Cap(c_a), veh/h	342	0	1387	0	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	8.5	0.0	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.1	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	12.2	0.0	0.0	16.1
LnGrp Delay(d),s/veh	53.4	0.0	8.6	0.0	0.0	11.1
LnGrp LOS	D		A			B
Approach Vol, veh/h	104			695	804	
Approach Delay, s/veh	53.4			8.6	11.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		115.0		35.0		115.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		110.0		30.0		110.0		
Max Q Clear Time (g_c+I1), s		25.6		9.8		31.8		
Green Ext Time (p_c), s		5.4		0.3		5.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	289	37	270	279	159	38	109	248	183	107	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97			0.99	
Frt		0.983				0.850		0.896			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1780	0	1668	1818	1599	1727	1565	0	1728	1826	0
Flt Permitted	0.336			0.245			0.656			0.224		
Satd. Flow (perm)	567	1780	0	426	1818	1522	1166	1565	0	407	1826	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				179					15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	2%	0%	2%	0%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	26	325	42	303	313	179	43	122	279	206	120	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	367	0	303	313	179	43	401	0	206	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

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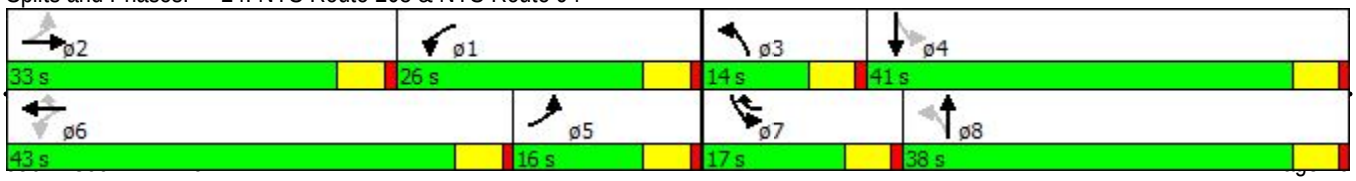
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	16.0	33.0		26.0	43.0	17.0	14.0	38.0		17.0	41.0	
Total Split (%)	14.0%	28.9%		22.8%	37.7%	14.9%	12.3%	33.3%		14.9%	36.0%	
Maximum Green (s)	11.0	28.0		21.0	38.0	12.0	9.0	33.0		12.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.09	0.86		0.85	0.49	0.22	0.10	0.89		0.60	0.21	
Control Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.0	57.9		55.4	32.5	2.6	18.7	57.7		26.5	22.6	
Queue Length 50th (ft)	13	243		139	142	0	16	264		87	69	
Queue Length 95th (ft)	26	#401		206	292	25	40	#452		148	129	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	368	528		487	766	826	501	544		354	761	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.70		0.62	0.41	0.22	0.09	0.74		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 98.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	289	37	270	279	159	38	109	248	183	107	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1881	1881	1870	1881	1881	1919	1919
Adj Flow Rate, veh/h	26	325	42	303	313	179	43	122	279	206	120	39
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	1	0	2	2	2	0	0
Cap, veh/h	442	361	47	344	385	483	465	138	315	308	487	158
Arrive On Green	0.19	0.25	0.25	0.15	0.20	0.20	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	1737	1467	190	1792	1881	1560	1791	500	1143	1792	1383	449
Grp Volume(v), veh/h	26	0	367	303	313	179	43	0	401	206	0	159
Grp Sat Flow(s),veh/h/ln	1737	0	1657	1792	1881	1560	1791	0	1643	1792	0	1832
Q Serve(g_s), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Cycle Q Clear(g_c), s	0.0	0.0	18.7	10.3	13.8	3.8	1.5	0.0	20.4	6.8	0.0	5.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	442	0	408	344	385	483	465	0	453	308	0	646
V/C Ratio(X)	0.06	0.00	0.90	0.88	0.81	0.37	0.09	0.00	0.89	0.67	0.00	0.25
Avail Cap(c_a), veh/h	442	0	533	515	821	845	603	0	623	371	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	31.8	34.8	33.1	8.4	21.8	0.0	30.2	21.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	13.1	8.2	1.6	0.2	0.0	0.0	9.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	10.0	7.9	7.3	1.9	0.7	0.0	10.4	3.4	0.0	2.7
LnGrp Delay(d),s/veh	26.9	0.0	44.9	43.0	34.7	8.6	21.8	0.0	39.2	23.2	0.0	20.1
LnGrp LOS	C		D	D	C	A	C		D	C		C
Approach Vol, veh/h		393			795			444			365	
Approach Delay, s/veh		43.7			32.0			37.6			21.9	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	26.4	7.3	35.7	21.3	22.8	14.0	29.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	28.0	9.0	36.0	11.0	38.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	20.7	3.5	7.4	2.0	15.8	8.8	22.4
Green Ext Time (p_c), s	0.4	0.8	0.0	2.1	0.4	1.7	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

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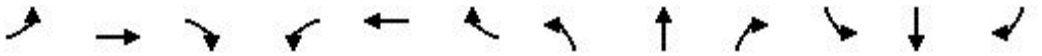

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	20	52	199	21	259	51	389	229	82	614	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.967			0.957		0.950			0.950		
Satd. Flow (prot)	0	1721	1495	0	1788	1631	1832	1765	1607	1700	1690	0
Flt Permitted		0.967			0.957		0.274			0.438		
Satd. Flow (perm)	0	1721	1495	0	1788	1631	528	1765	1607	784	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			184		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	42	20	53	203	21	264	52	397	234	84	627	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	53	0	224	264	52	397	234	84	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	2	1	2	2	1	2	2	
Detector Template	Left		Right	Left								
Leading Detector (ft)	50	35	20	20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5	0	0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40	20	20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	

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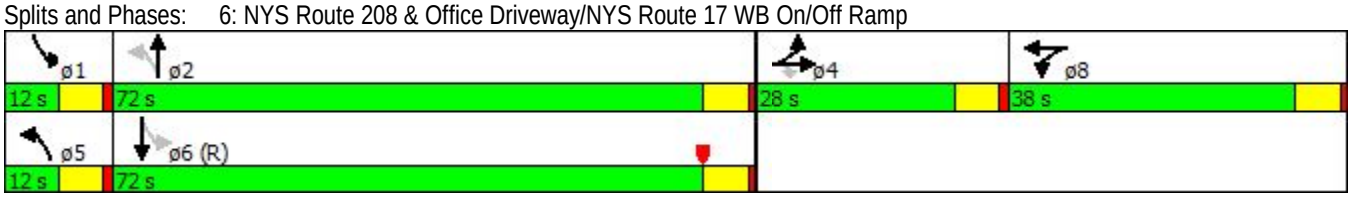
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	38.0	38.0		12.0	72.0		12.0	72.0	
Total Split (%)	18.7%	18.7%	18.7%	25.3%	25.3%		8.0%	48.0%		8.0%	48.0%	
Maximum Green (s)	22.0	22.0	22.0	32.0	32.0		6.0	66.0		6.0	66.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.55	0.27		0.81	0.16	0.14	0.40	0.15	0.15	0.67	
Control Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		84.8	3.2		82.7	0.2	18.2	26.0	0.2	11.3	22.3	
Queue Length 50th (ft)		60	0		215	0	18	165	0	27	288	
Queue Length 95th (ft)		109	0		296	0	m55	324	0	m58	374	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		252	312		381	1631	385	993	1607	549	992	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.17		0.59	0.16	0.14	0.40	0.15	0.15	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	20	52	199	21	259	51	389	229	82	614	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1779	1759	1919	1868	1919	1928	1891	1891	1789	1826	1843
Adj Flow Rate, veh/h	42	20	53	203	21	0	52	397	0	84	627	35
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	0	0	0	0	2	2	3	1	1
Cap, veh/h	57	27	74	227	23	228	356	832	707	390	777	43
Arrive On Green	0.06	0.05	0.05	0.15	0.14	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1166	555	1495	1620	168	1631	1837	1891	1607	1704	1713	96
Grp Volume(v), veh/h	62	0	53	224	0	0	52	397	0	84	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	1495	1787	0	1631	1837	1891	1607	1704	0	1809
Q Serve(g_s), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Cycle Q Clear(g_c), s	5.3	0.0	5.2	18.5	0.0	0.0	2.3	22.3	0.0	4.1	0.0	19.0
Prop In Lane	0.68		1.00	0.91		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	85	0	74	250	0	228	356	832	707	390	0	821
V/C Ratio(X)	0.73	0.00	0.72	0.90	0.00	0.00	0.15	0.48	0.00	0.22	0.00	0.81
Avail Cap(c_a), veh/h	252	0	219	381	0	348	382	832	707	391	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.76	0.76	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	0.0	70.3	62.5	0.0	0.0	23.1	29.8	0.0	22.3	0.0	4.7
Incr Delay (d2), s/veh	4.5	0.0	4.8	11.9	0.0	0.0	0.1	1.5	0.0	0.3	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	10.0	0.0	0.0	1.2	12.0	0.0	1.9	0.0	10.3
LnGrp Delay(d),s/veh	74.1	0.0	75.1	74.5	0.0	0.0	23.2	31.3	0.0	22.5	0.0	13.0
LnGrp LOS	E		E	E			C	C		C		B
Approach Vol, veh/h		115			224			449			746	
Approach Delay, s/veh		74.6			74.5			30.3			14.1	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.0		13.4	9.9	74.1		27.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		22.0	6.0	66.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	24.3		7.3	4.3	21.0		20.5
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	6	18	19	696	683	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1913	0	0	1845	1824	0
Flt Permitted	0.988			0.977		
Satd. Flow (perm)	1913	0	0	1804	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	6	18	19	703	690	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	722	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		50	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.07			0.73	0.70	
Control Delay	10.8			11.0	10.1	
Queue Delay	0.0			0.1	0.1	
Total Delay	10.8			11.1	10.1	
Queue Length 50th (ft)	1			80	75	
Queue Length 95th (ft)	17			167	156	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	889			1804	1824	
Starvation Cap Reductn	0			207	162	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.03			0.45	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	6	18	19	696	683	10
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1910	1891	1910
Adj Flow Rate, veh/h	6	18	19	703	690	10
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	44	133	109	1173	1167	17
Arrive On Green	0.11	0.11	0.63	0.63	0.63	0.63
Sat Flow, veh/h	416	1249	17	1868	1859	27
Grp Volume(v), veh/h	25	0	722	0	0	700
Grp Sat Flow(s),veh/h/ln	1735	0	1885	0	0	1886
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	0.5	0.0	8.5	0.0	0.0	8.3
Prop In Lane	0.24	0.72	0.03			0.01
Lane Grp Cap(c), veh/h	184	0	1282	0	0	1184
V/C Ratio(X)	0.14	0.00	0.56	0.00	0.00	0.59
Avail Cap(c_a), veh/h	738	0	3742	0	0	3710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	4.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.6	0.0	4.6	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	25			722	700	
Approach Delay, s/veh	15.6			4.6	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				28.6		9.0		28.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				10.5		2.5		10.3
Green Ext Time (p_c), s				13.1		0.0		13.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	6	6	755	781	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1832	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	830	858	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	837	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.05			0.78	0.77	
Control Delay	14.5			11.7	11.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	14.5			11.7	11.3	
Queue Length 50th (ft)	1			103	106	
Queue Length 95th (ft)	13			208	211	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	715			1832	1898	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.46	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 39.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	6	755	781	4
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1844	1900	1919
Adj Flow Rate, veh/h	5	7	7	830	858	4
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	59	82	84	1258	1296	6
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	653	914	4	1834	1890	9
Grp Volume(v), veh/h	13	0	837	0	0	862
Grp Sat Flow(s),veh/h/ln	1697	0	1838	0	0	1899
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.3	0.0	11.6	0.0	0.0	11.6
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	152	0	1342	0	0	1302
V/C Ratio(X)	0.09	0.00	0.62	0.00	0.00	0.66
Avail Cap(c_a), veh/h	609	0	3109	0	0	3151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	4.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.0	0.0	6.0
LnGrp Delay(d),s/veh	18.9	0.0	4.5	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	13			837	862	
Approach Delay, s/veh	18.9			4.5	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		35.6		9.0		35.6		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		13.6		2.3		13.6		
Green Ext Time (p_c), s		16.9		0.0		16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	11	32	35	624	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1726	0	0	1814	1797	0
Flt Permitted	0.988			0.950		
Satd. Flow (perm)	1726	0	0	1728	1797	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	11	33	36	637	629	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	673	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Maximum Green (s)	17.0		73.0	73.0	73.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.14			0.72	0.66	
Control Delay	9.8			11.2	9.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.8			11.2	9.4	
Queue Length 50th (ft)	2			75	67	
Queue Length 95th (ft)	23			165	145	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	864			1728	1797	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.39	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 35.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	11	32	35	624	616	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1863	1881
Adj Flow Rate, veh/h	11	33	36	637	629	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	48	143	133	1073	1099	19
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	419	1257	43	1781	1825	32
Grp Volume(v), veh/h	45	0	673	0	0	640
Grp Sat Flow(s),veh/h/ln	1714	0	1824	0	0	1857
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.8	0.0	7.8	0.0	0.0	7.4
Prop In Lane	0.24	0.73	0.05			0.02
Lane Grp Cap(c), veh/h	195	0	1206	0	0	1118
V/C Ratio(X)	0.23	0.00	0.56	0.00	0.00	0.57
Avail Cap(c_a), veh/h	828	0	3788	0	0	3852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	4.3	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	14.8	0.0	4.7	0.0	0.0	4.7
LnGrp LOS	B		A			A
Approach Vol, veh/h	45			673	640	
Approach Delay, s/veh	14.8			4.7	4.7	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.2		9.0		26.2
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				9.8		2.8		9.4
Green Ext Time (p_c), s				11.4		0.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Notes

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	1	622	13	1	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.997			
Flt Protected	0.956					
Satd. Flow (prot)	1704	0	1813	0	0	1809
Flt Permitted	0.956					0.999
Satd. Flow (perm)	1704	0	1813	0	0	1808
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	12	1	635	13	1	628
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	648	0	0	629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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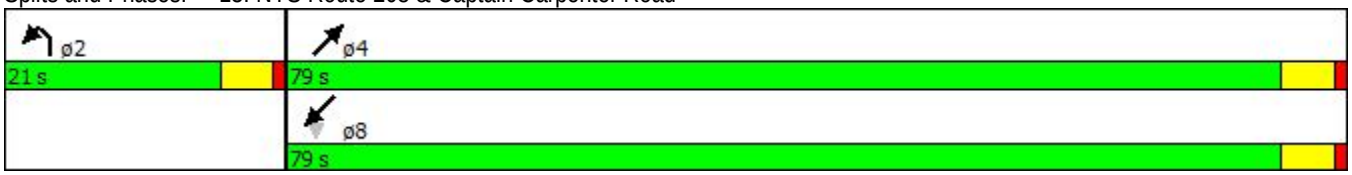
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Maximum Green (s)	16.0		74.0		74.0	74.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.04		0.69			0.68
Control Delay	13.6		10.4			10.1
Queue Delay	0.0		0.0			0.1
Total Delay	13.6		10.4			10.2
Queue Length 50th (ft)	2		67			65
Queue Length 95th (ft)	12		141			135
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	839		1813			1808
Starvation Cap Reductn	0		0			287
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.02		0.36			0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	1	622	13	1	615
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1872
Adj Flow Rate, veh/h	12	1	635	13	1	628
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	185	15	1079	22	107	1099
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1566	131	1837	38	0	1871
Grp Volume(v), veh/h	14	0	0	648	629	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1875	1871	0
Q Serve(g_s), s	0.2	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.4	7.1	0.0
Prop In Lane	0.86	0.07		0.02	0.00	
Lane Grp Cap(c), veh/h	215	0	0	1101	1205	0
V/C Ratio(X)	0.06	0.00	0.00	0.59	0.52	0.00
Avail Cap(c_a), veh/h	862	0	0	4091	4183	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	4.4	4.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	3.8	3.6	0.0
LnGrp Delay(d),s/veh	13.4	0.0	0.0	4.9	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	14		648			629
Approach Delay, s/veh	13.4		4.9			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		24.9				24.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.2		9.4				9.1
Green Ext Time (p_c), s		0.0		10.5				10.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	2	2	4	619	614	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1835	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1711	0	0	1793	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	2	2	4	659	653	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	663	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
v/c Ratio	0.01			0.71	0.68	
Control Delay	12.2			10.6	9.9	
Queue Delay	0.0			0.1	0.0	
Total Delay	12.2			10.7	9.9	
Queue Length 50th (ft)	0			70	68	
Queue Length 95th (ft)	6			142	135	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	839			1793	1835	
Starvation Cap Reductn	0			270	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.44	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 33.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	2	2	4	619	614	3
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1900	1919
Adj Flow Rate, veh/h	2	2	4	659	653	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	79	79	105	1112	1132	5
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	690	2	1857	1890	9
Grp Volume(v), veh/h	5	0	663	0	0	656
Grp Sat Flow(s),veh/h/ln	1725	0	1859	0	0	1899
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	0.0	7.7	0.0	0.0	7.4
Prop In Lane	0.40	0.40	0.01			0.00
Lane Grp Cap(c), veh/h	198	0	1218	0	0	1137
V/C Ratio(X)	0.03	0.00	0.54	0.00	0.00	0.58
Avail Cap(c_a), veh/h	790	0	4025	0	0	4024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	4.4	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	13.8	0.0	4.7	0.0	0.0	4.8
LnGrp LOS	B		A			A
Approach Vol, veh/h	5			663	656	
Approach Delay, s/veh	13.8			4.7	4.8	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.9		9.0		25.9
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				9.7		2.1		9.4
Green Ext Time (p_c), s				11.2		0.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Notes

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	12	20	610	11	18	606
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.998			
Flt Protected	0.981					0.999
Satd. Flow (prot)	1669	0	1815	0	0	1817
Flt Permitted	0.981					0.976
Satd. Flow (perm)	1669	0	1815	0	0	1775
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		2			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	13	21	649	12	19	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	661	0	0	664
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	23.0		77.0		77.0	77.0
Total Split (%)	23.0%		77.0%		77.0%	77.0%
Maximum Green (s)	18.0		72.0		72.0	72.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.11		0.69			0.71
Control Delay	10.6		10.3			11.0
Queue Delay	0.0		0.0			0.0
Total Delay	10.6		10.3			11.0
Queue Length 50th (ft)	2		70			72
Queue Length 95th (ft)	20		151			157
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	905		1815			1775
Starvation Cap Reductn	0		0			42
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.36			0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	12	20	610	11	18	606
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1882	1900	1900	1882
Adj Flow Rate, veh/h	13	21	649	12	19	645
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	72	117	1106	20	117	1104
Arrive On Green	0.11	0.11	0.60	0.60	0.60	0.60
Sat Flow, veh/h	634	1024	1841	34	18	1838
Grp Volume(v), veh/h	35	0	0	661	664	0
Grp Sat Flow(s),veh/h/ln	1707	0	0	1876	1856	0
Q Serve(g_s), s	0.7	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	7.6	7.6	0.0
Prop In Lane	0.37	0.60		0.02	0.03	
Lane Grp Cap(c), veh/h	195	0	0	1126	1220	0
V/C Ratio(X)	0.18	0.00	0.00	0.59	0.54	0.00
Avail Cap(c_a), veh/h	876	0	0	3853	3849	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	4.3	4.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	4.0	0.0
LnGrp Delay(d),s/veh	14.5	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	35		661			664
Approach Delay, s/veh	14.5		4.8			4.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		26.1				26.1
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		18.0		72.0				72.0
Max Q Clear Time (g_c+I1), s		2.7		9.6				9.6
Green Ext Time (p_c), s		0.0		11.4				11.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	12	1	4	13	3	10	10	603	18	5	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.950			0.996			0.999	
Flt Protected		0.966			0.975			0.999				
Satd. Flow (prot)	0	1679	0	0	1715	0	0	1873	0	0	1861	0
Flt Permitted		0.773			0.828			0.989			0.995	
Satd. Flow (perm)	0	1343	0	0	1457	0	0	1854	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			4			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	0%	0%	8%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	12	1	4	14	3	10	10	628	19	5	632	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	27	0	0	657	0	0	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		60.5	60.5	
Total Split (s)	24.0	24.0		24.0	24.0		76.0	76.0		76.0	76.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		76.0%	76.0%		76.0%	76.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		71.0	71.0		71.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.07			0.10			0.69			0.68	
Control Delay		13.1			12.2			10.4			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			12.2			10.4			10.1	
Queue Length 50th (ft)		2			3			69			67	
Queue Length 95th (ft)		14			18			148			143	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		782			850			1854			1852	
Starvation Cap Reductn		0			0			41			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.03			0.36			0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 33.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	1	4	13	3	10	10	603	18	5	607	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1795	1910	1928	1852	1928	1900	1882	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	1	4	14	3	10	10	628	19	5	632	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	2	2	2
Cap, veh/h	271	37	40	223	50	67	110	1071	32	107	1095	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	803	318	345	557	430	581	8	1800	54	3	1842	12
Grp Volume(v), veh/h	17	0	0	27	0	0	657	0	0	641	0	0
Grp Sat Flow(s),veh/h/ln	1466	0	0	1568	0	0	1862	0	0	1857	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.71		0.24	0.52		0.37	0.02		0.03	0.01		0.01
Lane Grp Cap(c), veh/h	348	0	0	340	0	0	1213	0	0	1209	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.08	0.00	0.00	0.54	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	958	0	0	992	0	0	3894	0	0	3900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	13.7	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		17			27			657			641	
Approach Delay, s/veh		13.7			13.8			4.8			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		25.5		9.0		25.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		19.0		71.0		19.0		71.0
Max Q Clear Time (g_c+I1), s		2.5		9.6		2.3		9.4
Green Ext Time (p_c), s		0.1		11.0		0.1		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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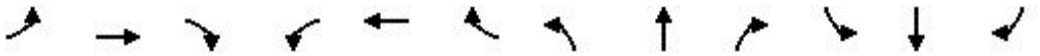

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	2	17	2	17	18	599	16	14	540	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.936			0.997			0.987	
Flt Protected		0.957			0.977			0.999			0.999	
Satd. Flow (prot)	0	1911	0	0	1921	0	0	1821	0	0	1786	0
Flt Permitted		0.722			0.836			0.976			0.981	
Satd. Flow (perm)	0	1441	0	0	1644	0	0	1779	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			18			4			15	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	24	1	2	18	2	18	19	631	17	15	568	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	0	667	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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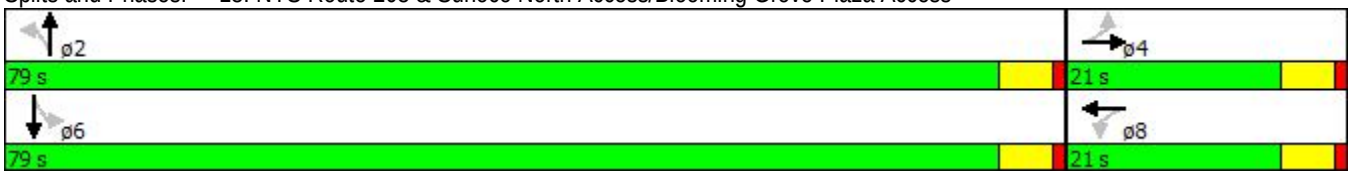
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.10			0.12			0.71			0.70	
Control Delay		15.0			11.7			11.0			10.5	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		15.0			11.7			11.0			10.6	
Queue Length 50th (ft)		4			3			74			69	
Queue Length 95th (ft)		22			23			159			150	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		683			787			1779			1754	
Starvation Cap Reductn		0			0			0			331	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.05			0.37			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 34.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	1	2	17	2	17	18	599	16	14	540	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1874	1890
Adj Flow Rate, veh/h	24	1	2	18	2	18	19	631	17	15	568	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	350	19	14	222	36	93	119	1056	28	116	964	103
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1278	164	115	568	308	788	18	1793	47	13	1636	175
Grp Volume(v), veh/h	27	0	0	38	0	0	667	0	0	645	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1663	0	0	1859	0	0	1824	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.89		0.07	0.47		0.47	0.03		0.03	0.02		0.10
Lane Grp Cap(c), veh/h	382	0	0	351	0	0	1204	0	0	1183	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.11	0.00	0.00	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	908	0	0	917	0	0	4075	0	0	4010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	13.6	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	13.5	0.0	0.0	13.7	0.0	0.0	4.9	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		27			38			667			645	
Approach Delay, s/veh		13.5			13.7			4.9			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.1		9.0		25.1		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		2.4		9.5		2.6
Green Ext Time (p_c), s		10.4		0.2		10.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	2	680	2	2	721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.295	
Satd. Flow (perm)	1998	0	1844	1583	566	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	694	2	2	736
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	694	2	2	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA

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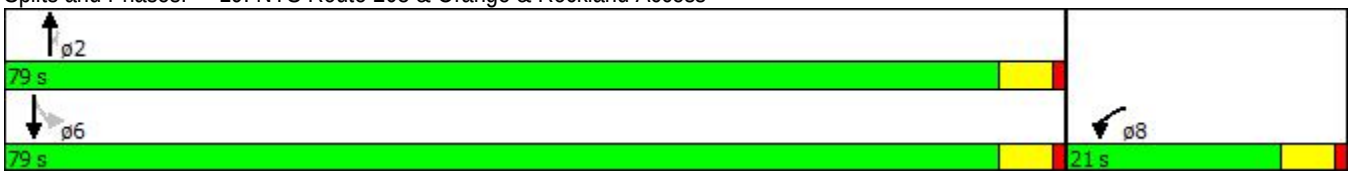
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Maximum Green (s)	16.0		74.0	74.0	74.0	74.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min		Min	Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
v/c Ratio	0.01		0.70	0.00	0.01	0.72
Control Delay	13.0		10.1	2.5	3.0	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.0		10.1	2.5	3.0	10.5
Queue Length 50th (ft)	0		74	0	0	80
Queue Length 95th (ft)	6		146	1	2	156
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	952		1844	1583	566	1900
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.00		0.38	0.00	0.00	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 34.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	680	2	2	721
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2016	1938	1844	1862	1919	1900
Adj Flow Rate, veh/h	2	2	694	2	2	736
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	81	81	1139	978	494	1174
Arrive On Green	0.11	0.11	0.62	0.62	0.62	0.62
Sat Flow, veh/h	739	739	1844	1583	768	1900
Grp Volume(v), veh/h	5	0	694	2	2	736
Grp Sat Flow(s),veh/h/ln	1848	0	1844	1583	768	1900
Q Serve(g_s), s	0.1	0.0	8.5	0.0	0.1	8.9
Cycle Q Clear(g_c), s	0.1	0.0	8.5	0.0	8.5	8.9
Prop In Lane	0.40	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	202	0	1139	978	494	1174
V/C Ratio(X)	0.02	0.00	0.61	0.00	0.00	0.63
Avail Cap(c_a), veh/h	808	0	3726	3198	1572	3840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	4.3	2.7	6.9	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	0.0	4.7
LnGrp Delay(d),s/veh	14.6	0.0	4.8	2.7	6.9	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	5		696			738
Approach Delay, s/veh	14.6		4.8			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.6				27.6		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		10.5				10.9		2.1
Green Ext Time (p_c), s		11.8				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

COMBINED CONDITIONS W/ IMPROVEMENTS

SUNDAY PEAK HOUR

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	417	217	3	504	241	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.999	
Flt Protected					0.953	
Satd. Flow (prot)	1755	0	0	1846	1783	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1755	0	0	1842	1783	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	63					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%
Adj. Flow (vph)	453	236	3	548	262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	689	0	0	551	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	62.5			62.5	17.5	
Actuated g/C Ratio	0.69			0.69	0.19	
v/c Ratio	0.56			0.43	0.77	
Control Delay	9.1			8.0	48.4	

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Queue Delay	24.8			0.0	0.0	
Total Delay	33.8			8.0	48.4	
LOS	C			A	D	
Approach Delay	33.8			8.0	48.4	
Approach LOS	C			A	D	
Queue Length 50th (ft)	151			118	143	
Queue Length 95th (ft)	300			225	209	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1253			1295	411	
Starvation Cap Reductn	580			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.02			0.43	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 208 & C.R. 27

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Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	417	217	3	504	241	2
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1903	1910	1910	1910	1873	1928
Adj Flow Rate, veh/h	453	236	3	548	262	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	847	442	42	1368	301	2
Arrive On Green	0.72	0.72	0.72	0.72	0.17	0.17
Sat Flow, veh/h	1180	615	2	1905	1762	13
Grp Volume(v), veh/h	0	689	551	0	265	0
Grp Sat Flow(s),veh/h/ln	0	1795	1907	0	1782	0
Q Serve(g_s), s	0.0	15.8	0.0	0.0	13.0	0.0
Cycle Q Clear(g_c), s	0.0	15.8	10.3	0.0	13.0	0.0
Prop In Lane		0.34	0.01		0.99	0.01
Lane Grp Cap(c), veh/h	0	1289	1410	0	304	0
V/C Ratio(X)	0.00	0.53	0.39	0.00	0.87	0.00
Avail Cap(c_a), veh/h	0	1289	1410	0	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.68	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.8	5.0	0.0	36.4	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.8	0.0	12.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.0	5.7	0.0	7.5	0.0
LnGrp Delay(d),s/veh	0.0	6.9	5.8	0.0	49.2	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h	689			551	265	
Approach Delay, s/veh	6.9			5.8	49.2	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		69.6				69.6		20.4
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		60.0				60.0		20.0
Max Q Clear Time (g_c+I1), s		17.8				12.3		15.0
Green Ext Time (p_c), s		4.5				4.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	160	668	223	165	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1583	1900	1464	1612	1782
Flt Permitted	0.950				0.303	
Satd. Flow (perm)	1858	1583	1900	1464	514	1782
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		167		144		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	167	696	232	172	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	167	696	232	172	833
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	25.0	20.0	95.0	25.0	20.0	115.0
Total Split (%)	17.9%	14.3%	67.9%	17.9%	14.3%	82.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max	None	None	Max
Act Effct Green (s)	15.2	29.2	96.1	116.4	110.1	110.1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.11	0.22	0.71	0.86	0.81	0.81
v/c Ratio	0.67	0.35	0.52	0.18	0.35	0.57
Control Delay	73.6	7.9	11.4	1.0	5.0	6.7
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	73.6	7.9	11.9	1.0	5.0	6.7
LOS	E	A	B	A	A	A
Approach Delay	37.8		9.1			6.4
Approach LOS	D		A			A
Queue Length 50th (ft)	120	0	253	8	26	212
Queue Length 95th (ft)	193	57	417	23	50	352
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	274	535	1349	1325	540	1449
Starvation Cap Reductn	0	0	275	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.31	0.65	0.18	0.32	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 135.3			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 208 & Mountain Rd

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	134	160	668	223	165	800
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1995	1900	1845	1819	1910
Adj Flow Rate, veh/h	140	167	696	232	172	833
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	4	5	0
Cap, veh/h	210	261	1397	1330	466	1553
Arrive On Green	0.11	0.11	0.74	0.74	0.04	0.81
Sat Flow, veh/h	1863	1696	1900	1568	1732	1910
Grp Volume(v), veh/h	140	167	696	232	172	833
Grp Sat Flow(s),veh/h/ln	1863	1696	1900	1568	1732	1910
Q Serve(g_s), s	9.8	12.5	20.7	3.6	3.1	19.5
Cycle Q Clear(g_c), s	9.8	12.5	20.7	3.6	3.1	19.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	210	261	1397	1330	466	1553
V/C Ratio(X)	0.67	0.64	0.50	0.17	0.37	0.54
Avail Cap(c_a), veh/h	275	320	1397	1330	587	1553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	53.7	7.5	1.8	6.0	4.2
Incr Delay (d2), s/veh	3.8	3.0	1.3	0.3	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.1	11.3	2.7	1.5	10.8
LnGrp Delay(d),s/veh	61.4	56.7	8.8	2.1	6.5	5.5
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	307		928			1005
Approach Delay, s/veh	58.8		7.1			5.7
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.6	104.4				115.0		20.3
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	90.0				110.0		20.0
Max Q Clear Time (g_c+I1), s	5.1	22.7				21.5		14.5
Green Ext Time (p_c), s	0.4	14.3				14.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	125	69	664	225	408	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1719	0	1872	1591	1823	1900
Flt Permitted	0.969				0.236	
Satd. Flow (perm)	1719	0	1872	1591	453	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16			154		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			1398
Travel Time (s)	11.6		3.7			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	72	692	234	425	678
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	692	234	425	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	20.2		82.8	150.0	117.8	117.8
Actuated g/C Ratio	0.13		0.55	1.00	0.79	0.79

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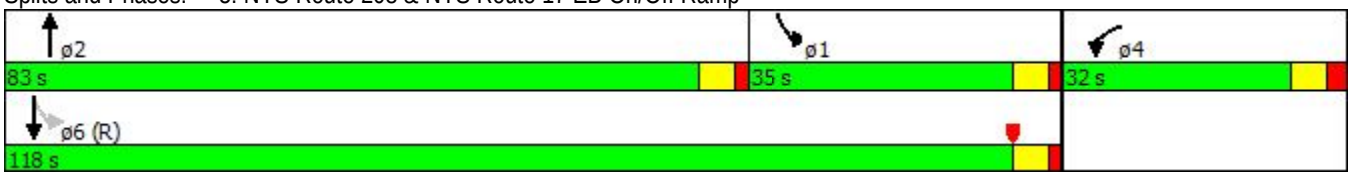
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.82		0.67	0.15	0.68	0.45
Control Delay	83.7		28.8	0.2	23.6	4.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.7		28.8	0.2	23.6	4.0
LOS	F		C	A	C	A
Approach Delay	83.7		21.6			11.5
Approach LOS	F		C			B
Queue Length 50th (ft)	180		471	0	108	116
Queue Length 95th (ft)	265		665	0	m216	m247
Internal Link Dist (ft)	430		222			1318
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1033	1591	625	1492
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.67	0.15	0.68	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NYS Route 208 & NYS Route 17 EB On/Off Ramp



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	125	69	664	225	408	651
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1910	1872	1872	1919	1900
Adj Flow Rate, veh/h	130	0	692	0	425	678
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	154	0	967	822	577	1425
Arrive On Green	0.09	0.00	0.52	0.00	0.39	1.00
Sat Flow, veh/h	1761	0	1872	1591	1828	1900
Grp Volume(v), veh/h	131	0	692	0	425	678
Grp Sat Flow(s),veh/h/ln	1775	0	1872	1591	1828	1900
Q Serve(g_s), s	10.9	0.0	42.5	0.0	6.2	0.0
Cycle Q Clear(g_c), s	10.9	0.0	42.5	0.0	6.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	0	967	822	577	1425
V/C Ratio(X)	0.84	0.00	0.72	0.00	0.74	0.48
Avail Cap(c_a), veh/h	302	0	967	822	577	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.34	0.34
Uniform Delay (d), s/veh	67.4	0.0	27.8	0.0	30.3	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.5	0.0	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	23.1	0.0	12.0	0.2
LnGrp Delay(d),s/veh	72.1	0.0	32.3	0.0	31.8	0.4
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	131		692			1103
Approach Delay, s/veh	72.1		32.3			12.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	83.0		19.6		118.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	29.5	77.5		25.5		112.5		
Max Q Clear Time (g_c+I1), s	8.2	44.5		12.9		2.0		
Green Ext Time (p_c), s	1.1	2.1		0.3		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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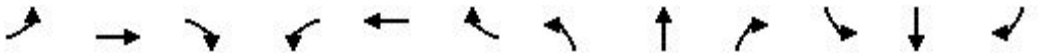

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	302	51	394	297	134	710	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.992	
Flt Protected		0.982			0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.982			0.955		0.133			0.386		
Satd. Flow (perm)	0	1750	0	0	1833	1631	256	1782	1591	711	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				153			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	318	54	415	313	141	747	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	348	318	54	415	313	141	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0		44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%		29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Act Effct Green (s)		10.9			32.1	150.0	81.1	74.2	150.0	85.8	78.5	

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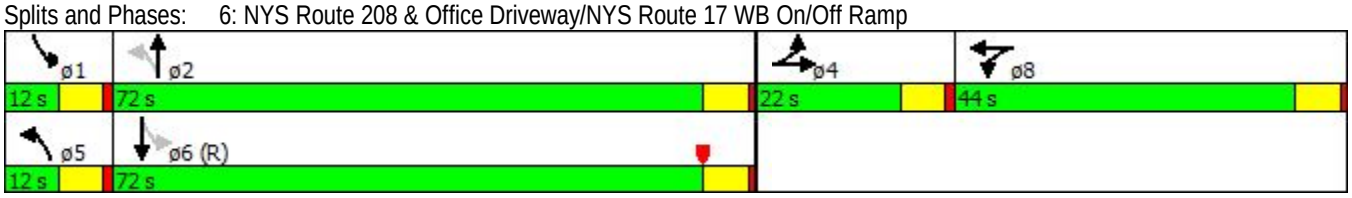
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.07			0.21	1.00	0.54	0.49	1.00	0.57	0.52	
v/c Ratio		0.66			0.89	0.19	0.26	0.47	0.20	0.30	0.89	
Control Delay		71.7			81.5	0.3	27.0	34.6	0.2	21.8	41.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		71.7			81.5	0.3	27.0	34.6	0.2	21.8	41.5	
LOS		E			F	A	C	C	A	C	D	
Approach Delay		71.7			42.7			20.3			38.5	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)		72			331	0	27	212	0	69	399	
Queue Length 95th (ft)		133			437	0	m53	364	0	m104	#1088	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		207			464	1631	210	882	1591	467	885	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.47			0.75	0.19	0.26	0.47	0.20	0.30	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	302	51	394	297	134	710	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	415	0	141	747	40
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	42	22	54	353	22	334	198	840	700	390	779	42
Arrive On Green	0.08	0.07	0.07	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	618	318	794	1727	105	1631	1837	1909	1591	1755	1717	92
Grp Volume(v), veh/h	98	0	0	348	0	0	54	415	0	141	0	787
Grp Sat Flow(s),veh/h/ln	1729	0	0	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	23.3	0.0	6.0	0.0	46.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	27.9	0.0	0.0	2.4	23.3	0.0	6.0	0.0	46.6
Prop In Lane	0.36		0.46	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	118	0	0	375	0	334	198	840	700	390	0	821
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.00	0.00	0.27	0.49	0.00	0.36	0.00	0.96
Avail Cap(c_a), veh/h	184	0	0	464	0	413	223	840	700	390	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.6	0.0	0.0	57.6	0.0	0.0	29.2	30.1	0.0	25.5	0.0	6.0
Incr Delay (d2), s/veh	9.0	0.0	0.0	20.4	0.0	0.0	0.5	1.4	0.0	0.6	0.0	22.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	16.3	0.0	0.0	1.2	12.7	0.0	3.3	0.0	25.3
LnGrp Delay(d),s/veh	77.6	0.0	0.0	78.1	0.0	0.0	29.7	31.5	0.0	26.0	0.0	28.9
LnGrp LOS	E			E			C	C		C		C
Approach Vol, veh/h		98			348			469			928	
Approach Delay, s/veh		77.6			78.1			31.3			28.4	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		16.3	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	25.3		10.4	4.4	48.6		29.9
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	6.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	59	768	902	32	37	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1676	1747	1739	0	1668	1492
Flt Permitted	0.211				0.950	
Satd. Flow (perm)	372	1747	1739	0	1668	1492
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			55
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	61	792	930	33	38	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	792	963	0	38	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	75.0	75.0	75.0		15.0	15.0
Total Split (%)	83.3%	83.3%	83.3%		16.7%	16.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		None	None
Act Effct Green (s)	35.6	35.6	35.6		7.3	7.3

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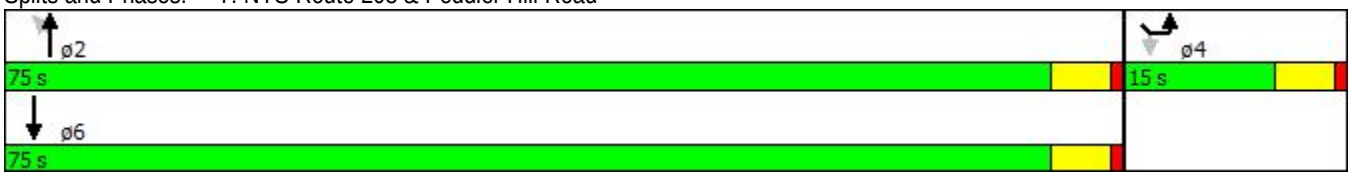
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Actuated g/C Ratio	0.82	0.82	0.82		0.17	0.17
v/c Ratio	0.20	0.55	0.67		0.14	0.19
Control Delay	4.6	5.3	7.5		25.9	11.1
Queue Delay	0.0	0.0	0.3		0.0	0.0
Total Delay	4.6	5.3	7.8		25.9	11.1
LOS	A	A	A		C	B
Approach Delay		5.3	7.8		17.1	
Approach LOS		A	A		B	
Queue Length 50th (ft)	5	97	143		9	0
Queue Length 95th (ft)	18	205	322		43	31
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	367	1724	1717		518	501
Starvation Cap Reductn	0	0	261		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.46	0.66		0.07	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	59	768	902	32	37	53
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1872	1872	1890	1881	1881
Adj Flow Rate, veh/h	61	792	930	33	38	55
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	0
Cap, veh/h	394	1291	1240	44	100	89
Arrive On Green	0.69	0.69	0.69	0.69	0.06	0.06
Sat Flow, veh/h	590	1872	1797	64	1791	1599
Grp Volume(v), veh/h	61	792	0	963	38	55
Grp Sat Flow(s),veh/h/ln	590	1872	0	1861	1791	1599
Q Serve(g_s), s	2.9	8.9	0.0	13.1	0.8	1.3
Cycle Q Clear(g_c), s	16.0	8.9	0.0	13.1	0.8	1.3
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	394	1291	0	1284	100	89
V/C Ratio(X)	0.15	0.61	0.00	0.75	0.38	0.62
Avail Cap(c_a), veh/h	1037	3333	0	3314	456	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	3.3	0.0	3.9	17.9	18.2
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.3	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.5	0.0	6.5	0.4	0.6
LnGrp Delay(d),s/veh	9.1	3.5	0.0	4.3	18.8	20.7
LnGrp LOS	A	A		A	B	C
Approach Vol, veh/h		853	963		93	
Approach Delay, s/veh		3.9	4.3		19.9	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		32.1		7.2		32.1		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		70.0		10.0		70.0		
Max Q Clear Time (g_c+I1), s		18.0		3.3		15.1		
Green Ext Time (p_c), s		9.1		0.1		9.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Two Way Analysis cannot be performed on Signalized Intersection.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	8	21	13	793	913	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.998	
Flt Protected	0.987			0.999		
Satd. Flow (prot)	1915	0	0	1862	1824	0
Flt Permitted	0.987			0.983		
Satd. Flow (perm)	1915	0	0	1833	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22				2	
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	8	22	14	826	951	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	840	962	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.3			30.2	30.2	
Actuated g/C Ratio	0.13			0.64	0.64	
v/c Ratio	0.11			0.71	0.82	
Control Delay	15.0			9.1	12.8	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.2	0.4	
Total Delay	15.0			9.3	13.2	
LOS	B			A	B	
Approach Delay	15.0			9.3	13.2	
Approach LOS	B			A	B	
Queue Length 50th (ft)	2			105	137	
Queue Length 95th (ft)	25			208	284	
Internal Link Dist (ft)	643			643	587	
Turn Bay Length (ft)						
Base Capacity (vph)	701			1833	1824	
Starvation Cap Reductn	0			361	372	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.04			0.57	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 47.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 208 & Stonegate Drive

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	8	21	13	793	913	11
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1976	1900	1948	1929	1891	1910
Adj Flow Rate, veh/h	8	22	14	826	951	11
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	34	95	78	1386	1363	16
Arrive On Green	0.08	0.08	0.73	0.73	0.73	0.73
Sat Flow, veh/h	448	1232	10	1896	1865	22
Grp Volume(v), veh/h	31	0	840	0	0	962
Grp Sat Flow(s),veh/h/ln	1736	0	1906	0	0	1887
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	14.6
Cycle Q Clear(g_c), s	0.9	0.0	10.8	0.0	0.0	14.6
Prop In Lane	0.26	0.71	0.02			0.01
Lane Grp Cap(c), veh/h	134	0	1464	0	0	1379
V/C Ratio(X)	0.23	0.00	0.57	0.00	0.00	0.70
Avail Cap(c_a), veh/h	534	0	2751	0	0	2685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	3.3	0.0	0.0	3.8
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.7	0.0	0.0	7.5
LnGrp Delay(d),s/veh	23.4	0.0	3.7	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	31			840	962	
Approach Delay, s/veh	23.4			3.7	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				43.0		9.0		43.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				12.8		2.9		16.6
Green Ext Time (p_c), s				21.8		0.0		21.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	185	14	5	714	878	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.991	
Flt Protected	0.956					
Satd. Flow (prot)	1707	0	0	1810	1857	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1707	0	0	1799	1857	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				5	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	201	15	5	776	954	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	781	1020	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	41.0		109.0	109.0	109.0	
Total Split (%)	27.3%		72.7%	72.7%	72.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	
Act Effct Green (s)	36.0			104.0	104.0	
Actuated g/C Ratio	0.24			0.69	0.69	
v/c Ratio	0.53			0.63	0.79	
Control Delay	54.5			7.3	21.4	

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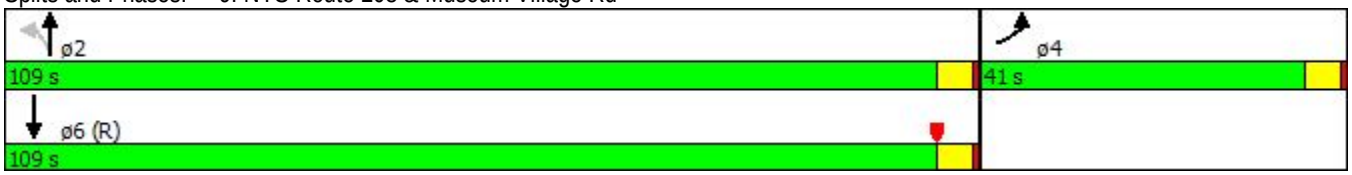
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0			0.0	0.0	
Total Delay	54.5			7.3	21.4	
LOS	D			A	C	
Approach Delay	54.5			7.3	21.4	
Approach LOS	D			A	C	
Queue Length 50th (ft)	184			124	626	
Queue Length 95th (ft)	272			158	834	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	411			1247	1289	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.63	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	185	14	5	714	878	61
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1864	1881	1890	1872	1938	1938
Adj Flow Rate, veh/h	201	15	5	776	954	66
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	391	29	27	1290	1243	86
Arrive On Green	0.24	0.24	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1631	122	3	1860	1792	124
Grp Volume(v), veh/h	217	0	781	0	0	1020
Grp Sat Flow(s),veh/h/ln	1761	0	1864	0	0	1916
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	52.4
Cycle Q Clear(g_c), s	16.0	0.0	32.9	0.0	0.0	52.4
Prop In Lane	0.93	0.07	0.01			0.06
Lane Grp Cap(c), veh/h	423	0	1316	0	0	1329
V/C Ratio(X)	0.51	0.00	0.59	0.00	0.00	0.77
Avail Cap(c_a), veh/h	423	0	1316	0	0	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	12.1	0.0	0.0	15.1
Incr Delay (d2), s/veh	4.4	0.0	0.5	0.0	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	17.1	0.0	0.0	29.1
LnGrp Delay(d),s/veh	53.8	0.0	12.6	0.0	0.0	19.4
LnGrp LOS	D		B			B
Approach Vol, veh/h	217			781	1020	
Approach Delay, s/veh	53.8			12.6	19.4	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		109.0		41.0		109.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		104.0		36.0		104.0		
Max Q Clear Time (g_c+I1), s		34.9		18.0		54.4		
Green Ext Time (p_c), s		7.7		0.6		7.7		

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Notes

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	8	11	888	930	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892					
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1669	0	0	1808	1828	0
Flt Permitted	0.990			0.988		
Satd. Flow (perm)	1669	0	0	1788	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	2	8	11	925	969	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	936	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.0			29.8	29.8	
Actuated g/C Ratio	0.13			0.64	0.64	
v/c Ratio	0.04			0.81	0.83	
Control Delay	16.5			12.4	12.9	
Queue Delay	0.0			0.0	0.2	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	16.5			12.4	13.1	
LOS	B			B	B	
Approach Delay	16.5			12.4	13.1	
Approach LOS	B			B	B	
Queue Length 50th (ft)	1			130	138	
Queue Length 95th (ft)	13			261	274	
Internal Link Dist (ft)	273			495	334	
Turn Bay Length (ft)						
Base Capacity (vph)	609			1788	1828	
Starvation Cap Reductn	0			0	220	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.52	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 46.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 208 & Fairway Dr

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	11	888	930	3
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1890	1881	1809	1828	1919
Adj Flow Rate, veh/h	2	8	11	925	969	3
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	22	90	72	1325	1348	4
Arrive On Green	0.07	0.07	0.74	0.74	0.74	0.74
Sat Flow, veh/h	302	1209	6	1790	1821	6
Grp Volume(v), veh/h	11	0	936	0	0	972
Grp Sat Flow(s),veh/h/ln	1662	0	1796	0	0	1827
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	15.9
Cycle Q Clear(g_c), s	0.3	0.0	15.0	0.0	0.0	15.9
Prop In Lane	0.18	0.73	0.01			0.00
Lane Grp Cap(c), veh/h	123	0	1397	0	0	1352
V/C Ratio(X)	0.09	0.00	0.67	0.00	0.00	0.72
Avail Cap(c_a), veh/h	494	0	2513	0	0	2509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	3.8	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.2	0.0	0.0	7.8
LnGrp Delay(d),s/veh	23.6	0.0	4.3	0.0	0.0	4.6
LnGrp LOS	C		A			A
Approach Vol, veh/h	11			936	972	
Approach Delay, s/veh	23.6			4.3	4.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.9		9.0		44.9		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		74.0		16.0		74.0		
Max Q Clear Time (g_c+I1), s		17.0		2.3		17.9		
Green Ext Time (p_c), s		22.1		0.0		22.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	16	41	68	10	27	40	696	65	16	814	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850		0.989			0.994	
Flt Protected		0.983			0.958			0.997			0.999	
Satd. Flow (prot)	0	1877	0	0	2017	1821	0	1802	0	0	1833	0
Flt Permitted		0.983			0.958			0.920			0.979	
Satd. Flow (perm)	0	1877	0	0	2017	1821	0	1663	0	0	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				51		7			4	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	3%	2%	0%	0%	3%	1%	0%	0%	0%	0%
Adj. Flow (vph)	31	17	43	71	10	28	42	725	68	17	848	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	81	28	0	835	0	0	907	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	21.0	21.0		19.0	19.0	19.0	110.0	110.0		110.0	110.0	
Total Split (%)	14.0%	14.0%		12.7%	12.7%	12.7%	73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		9.5			10.7	10.7		105.2			105.2	
Actuated g/C Ratio		0.07			0.08	0.08		0.75			0.75	
v/c Ratio		0.61			0.53	0.15		0.67			0.67	
Control Delay		64.4			75.7	5.9		13.1			13.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Queue Delay		0.0			0.0	0.0		3.0			14.0	
Total Delay		64.4			75.7	5.9		16.0			27.0	
LOS		E			E	A		B			C	
Approach Delay		64.4			57.8			16.0			27.0	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)		60			72	0		341			374	
Queue Length 95th (ft)		122			133	12		589			635	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		235			201	227		1247			1346	
Starvation Cap Reductn		0			0	0		297			433	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.39			0.40	0.12		0.88			0.99	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 140.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 11: NYS Route 208 & Duelk Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	16	41	68	10	27	40	696	65	16	814	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1929	1881	1948	1991	2025	1910	1890	1910	1910	1910	1910
Adj Flow Rate, veh/h	31	17	43	71	10	28	42	725	68	17	848	42
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	38	21	53	95	13	97	74	1187	109	40	1355	66
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	597	327	828	1672	235	1722	60	1543	142	17	1761	86
Grp Volume(v), veh/h	91	0	0	81	0	28	835	0	0	907	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	0	1907	0	1722	1746	0	0	1865	0	0
Q Serve(g_s), s	7.0	0.0	0.0	5.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	5.7	0.0	2.1	25.6	0.0	0.0	29.0	0.0	0.0
Prop In Lane	0.34		0.47	0.88		1.00	0.05		0.08	0.02		0.05
Lane Grp Cap(c), veh/h	113	0	0	108	0	97	1370	0	0	1461	0	0
V/C Ratio(X)	0.81	0.00	0.00	0.75	0.00	0.29	0.61	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	205	0	0	196	0	177	1370	0	0	1461	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.0	0.0	0.0	63.4	0.0	61.7	6.6	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	0.0	9.9	0.0	1.6	2.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	3.3	0.0	1.1	13.8	0.0	0.0	15.7	0.0	0.0
LnGrp Delay(d),s/veh	68.1	0.0	0.0	73.4	0.0	63.3	8.6	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	E			E		E	A			A		
Approach Vol, veh/h		91			109			835			907	
Approach Delay, s/veh		68.1			70.8			8.6			9.0	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		13.8		110.0		12.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		105.0		16.0		105.0		14.0
Max Q Clear Time (g_c+I1), s		0.0		9.0		0.0		7.7
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	10	32	27	726	838	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1724	0	0	1815	1816	0
Flt Permitted	0.988			0.957		
Satd. Flow (perm)	1724	0	0	1741	1816	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	11	34	29	781	901	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	810	907	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	22.0		78.0	78.0	78.0	
Total Split (%)	22.0%		78.0%	78.0%	78.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	6.4			27.9	27.9	
Actuated g/C Ratio	0.14			0.62	0.62	
v/c Ratio	0.16			0.75	0.80	
Control Delay	13.1			10.7	12.5	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.0	0.0	
Total Delay	13.1			10.7	12.5	
LOS	B			B	B	
Approach Delay	13.1			10.7	12.5	
Approach LOS	B			B	B	
Queue Length 50th (ft)	2			103	124	
Queue Length 95th (ft)	29			223	267	
Internal Link Dist (ft)	393			388	10	
Turn Bay Length (ft)						
Base Capacity (vph)	708			1741	1816	
Starvation Cap Reductn	0			49	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.06			0.48	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 44.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: NYS Route 208 & Lake Shore Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	10	32	27	726	838	6
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1881	1900	1882	1881	1881
Adj Flow Rate, veh/h	11	34	29	781	901	6
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	34	104	96	1280	1329	9
Arrive On Green	0.08	0.08	0.71	0.71	0.71	0.71
Sat Flow, veh/h	409	1266	27	1798	1866	12
Grp Volume(v), veh/h	46	0	810	0	0	907
Grp Sat Flow(s),veh/h/ln	1712	0	1826	0	0	1879
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	1.2	0.0	10.6	0.0	0.0	13.1
Prop In Lane	0.24	0.74	0.04			0.01
Lane Grp Cap(c), veh/h	141	0	1377	0	0	1338
V/C Ratio(X)	0.33	0.00	0.59	0.00	0.00	0.68
Avail Cap(c_a), veh/h	599	0	2762	0	0	2822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	3.5	0.0	0.0	3.9
Incr Delay (d2), s/veh	1.3	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.3	0.0	0.0	6.8
LnGrp Delay(d),s/veh	22.4	0.0	3.9	0.0	0.0	4.5
LnGrp LOS	C		A			A
Approach Vol, veh/h	46			810	907	
Approach Delay, s/veh	22.4			3.9	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				39.6		9.0		39.6
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s				12.6		3.2		15.1
Green Ext Time (p_c), s				19.7		0.1		19.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	10	6	721	15	5	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					
Satd. Flow (prot)	1660	0	1813	0	0	1827
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1660	0	1813	0	0	1820
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6		3			
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	11	6	775	16	5	898
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	791	0	0	903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.2		27.2			27.2
Actuated g/C Ratio	0.14		0.62			0.62
v/c Ratio	0.07		0.70			0.80
Control Delay	18.3		9.2			12.3

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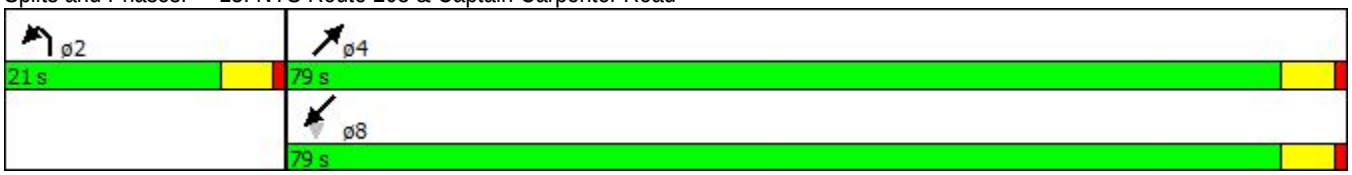
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.3
Total Delay	18.3		9.2			12.6
LOS	B		A			B
Approach Delay	18.3		9.2			12.6
Approach LOS	B		A			B
Queue Length 50th (ft)	2		95			123
Queue Length 95th (ft)	19		189			250
Internal Link Dist (ft)	312		10			569
Turn Bay Length (ft)						
Base Capacity (vph)	636		1813			1820
Starvation Cap Reductn	0		0			347
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.03		0.44			0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 43.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 208 & Captain Carpenter Road



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Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	10	6	721	15	5	835
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1882	1900	1890	1890
Adj Flow Rate, veh/h	11	6	775	16	5	898
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	91	50	1294	27	78	1328
Arrive On Green	0.08	0.08	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1082	590	1837	38	2	1885
Grp Volume(v), veh/h	18	0	0	791	903	0
Grp Sat Flow(s),veh/h/ln	1770	0	0	1875	1887	0
Q Serve(g_s), s	0.4	0.0	0.0	10.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	10.2	12.8	0.0
Prop In Lane	0.61	0.33		0.02	0.01	
Lane Grp Cap(c), veh/h	149	0	0	1321	1406	0
V/C Ratio(X)	0.12	0.00	0.00	0.60	0.64	0.00
Avail Cap(c_a), veh/h	597	0	0	2927	3009	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	3.6	4.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	5.2	6.5	0.0
LnGrp Delay(d),s/veh	20.4	0.0	0.0	4.0	4.5	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	18		791			903
Approach Delay, s/veh	20.4		4.0			4.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		38.4				38.4
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		2.4		12.2				14.8
Green Ext Time (p_c), s		0.0		18.8				18.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	1	1	2	725	840	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1800	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1797	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	1	2	755	875	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	757	877	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Perm	NA	NA	
Protected Phases	6			4	8	
Permitted Phases			4			
Detector Phase	6		4	4	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	
Act Effct Green (s)	5.7			24.6	24.6	
Actuated g/C Ratio	0.14			0.60	0.60	
v/c Ratio	0.01			0.70	0.78	
Control Delay	17.5			9.1	11.4	

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Queue Delay	0.0			0.2	0.0	
Total Delay	17.5			9.2	11.4	
LOS	B			A	B	
Approach Delay	17.5			9.2	11.4	
Approach LOS	B			A	B	
Queue Length 50th (ft)	0			87	110	
Queue Length 95th (ft)	5			162	209	
Internal Link Dist (ft)	296			569	1230	
Turn Bay Length (ft)						
Base Capacity (vph)	693			1797	1855	
Starvation Cap Reductn	0			329	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.00			0.52	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 40.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 208 & Red Bird Dr

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Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	1	1	2	725	840	2
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1862	1919	1919
Adj Flow Rate, veh/h	1	1	2	755	875	2
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	0
Cap, veh/h	52	52	81	1281	1318	3
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	583	583	1	1860	1914	4
Grp Volume(v), veh/h	3	0	757	0	0	877
Grp Sat Flow(s),veh/h/ln	1749	0	1861	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	11.8
Cycle Q Clear(g_c), s	0.1	0.0	9.6	0.0	0.0	11.8
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	156	0	1362	0	0	1321
V/C Ratio(X)	0.02	0.00	0.56	0.00	0.00	0.66
Avail Cap(c_a), veh/h	622	0	3134	0	0	3156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	3.7	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.8	0.0	0.0	6.1
LnGrp Delay(d),s/veh	18.7	0.0	4.0	0.0	0.0	4.6
LnGrp LOS	B		A			A
Approach Vol, veh/h	3			757	877	
Approach Delay, s/veh	18.7			4.0	4.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				36.0		9.0		36.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s				11.6		2.1		13.8
Green Ext Time (p_c), s				17.3		0.0		17.2

Intersection Summary	
HCM 2010 Ctrl Delay	4.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	22	719	6	18	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.999			
Flt Protected	0.979					0.999
Satd. Flow (prot)	1678	0	1835	0	0	1817
Flt Permitted	0.979					0.981
Satd. Flow (perm)	1678	0	1835	0	0	1784
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		1			
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	18	23	749	6	19	859
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	755	0	0	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		Perm	NA
Protected Phases	2		4			8
Permitted Phases					8	
Detector Phase	2		4		8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	21.0		79.0		79.0	79.0
Total Split (%)	21.0%		79.0%		79.0%	79.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min		Min	Min
Act Effct Green (s)	6.5		27.6			27.6
Actuated g/C Ratio	0.15		0.62			0.62
v/c Ratio	0.16		0.67			0.80
Control Delay	15.4		8.5			12.4

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0		0.0			0.1
Total Delay	15.4		8.5			12.5
LOS	B		A			B
Approach Delay	15.4		8.5			12.5
Approach LOS	B		A			B
Queue Length 50th (ft)	4		89			121
Queue Length 95th (ft)	31		182			259
Internal Link Dist (ft)	177		1230			270
Turn Bay Length (ft)						
Base Capacity (vph)	648		1835			1784
Starvation Cap Reductn	0		0			161
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.41			0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 44.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: NYS Route 208 & Mangin Rd

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Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	17	22	719	6	18	825
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1919	1919	1900	1900	1900	1882
Adj Flow Rate, veh/h	18	23	749	6	19	859
Adj No. of Lanes	0	0	1	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	1
Cap, veh/h	64	82	1305	10	90	1279
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	736	940	1882	15	14	1844
Grp Volume(v), veh/h	42	0	0	755	878	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1897	1858	0
Q Serve(g_s), s	1.0	0.0	0.0	9.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	9.3	12.2	0.0
Prop In Lane	0.43	0.55		0.01	0.02	
Lane Grp Cap(c), veh/h	150	0	0	1316	1369	0
V/C Ratio(X)	0.28	0.00	0.00	0.57	0.64	0.00
Avail Cap(c_a), veh/h	601	0	0	3075	3054	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	3.6	4.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.8	6.3	0.0
LnGrp Delay(d),s/veh	20.5	0.0	0.0	4.0	4.5	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	42		755			878
Approach Delay, s/veh	20.5		4.0			4.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.0		36.7				36.7
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		16.0		74.0				74.0
Max Q Clear Time (g_c+I1), s		3.0		11.3				14.2
Green Ext Time (p_c), s		0.1		17.6				17.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Notes

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	3	1	37	0	16	3	711	28	20	805	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.959			0.995			0.999	
Flt Protected		0.971			0.966						0.999	
Satd. Flow (prot)	0	1828	0	0	1787	0	0	1873	0	0	1896	0
Flt Permitted		0.816			0.787			0.998			0.976	
Satd. Flow (perm)	0	1536	0	0	1456	0	0	1869	0	0	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			5			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	6	3	1	41	0	18	3	790	31	22	894	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	59	0	0	824	0	0	925	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		78.0	78.0		78.0	78.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		78.0%	78.0%		78.0%	78.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		7.3			7.3			29.9			29.9	
Actuated g/C Ratio		0.15			0.15			0.62			0.62	
v/c Ratio		0.04			0.24			0.71			0.80	
Control Delay		22.0			18.9			9.5			12.7	
Queue Delay		0.0			0.0			0.1			0.0	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Delay		22.0			18.9			9.6			12.7	
LOS		C			B			A			B	
Approach Delay		22.0			18.9			9.6			12.7	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		2			9			110			139	
Queue Length 95th (ft)		16			46			237			309	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		584			566			1869			1853	
Starvation Cap Reductn		0			0			256			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.10			0.51			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 47.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: NYS Route 208 & Merriewold Ln

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	3	1	37	0	16	3	711	28	20	805	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1910	1910	1928	1928	1928	1900	1882	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	3	1	41	0	18	3	790	31	22	894	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	173	67	14	204	5	38	74	1289	50	86	1314	13
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	705	825	170	1000	62	466	1	1796	70	17	1831	18
Grp Volume(v), veh/h	10	0	0	59	0	0	824	0	0	925	0	0
Grp Sat Flow(s),veh/h/ln	1700	0	0	1528	0	0	1867	0	0	1866	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.8	0.0	0.0	11.0	0.0	0.0	13.3	0.0	0.0
Prop In Lane	0.60		0.10	0.69		0.31	0.00		0.04	0.02		0.01
Lane Grp Cap(c), veh/h	253	0	0	246	0	0	1413	0	0	1414	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.24	0.00	0.00	0.58	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	663	0	0	641	0	0	2813	0	0	2786	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	21.8	0.0	0.0	3.5	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.8	0.0	0.0	5.6	0.0	0.0	6.9	0.0	0.0
LnGrp Delay(d),s/veh	21.1	0.0	0.0	22.3	0.0	0.0	3.9	0.0	0.0	4.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		10			59			824			925	
Approach Delay, s/veh		21.1			22.3			3.9			4.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		40.6		9.0		40.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		17.0		73.0		17.0		73.0
Max Q Clear Time (g_c+I1), s		3.8		13.0		2.2		15.3
Green Ext Time (p_c), s		0.2		20.5		0.2		20.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	3	3	14	0	14	21	600	21	11	672	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.932			0.996			0.989	
Flt Protected		0.962			0.976			0.998			0.999	
Satd. Flow (prot)	0	1913	0	0	1911	0	0	1818	0	0	1806	0
Flt Permitted		0.752			0.827			0.966			0.989	
Satd. Flow (perm)	0	1495	0	0	1619	0	0	1760	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			5			13	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	22	3	3	15	0	15	23	645	23	12	723	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	30	0	0	691	0	0	803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)		6.5			6.5			23.2			23.2	
Actuated g/C Ratio		0.16			0.16			0.58			0.58	
v/c Ratio		0.11			0.11			0.68			0.77	
Control Delay		18.2			12.2			9.4			12.0	

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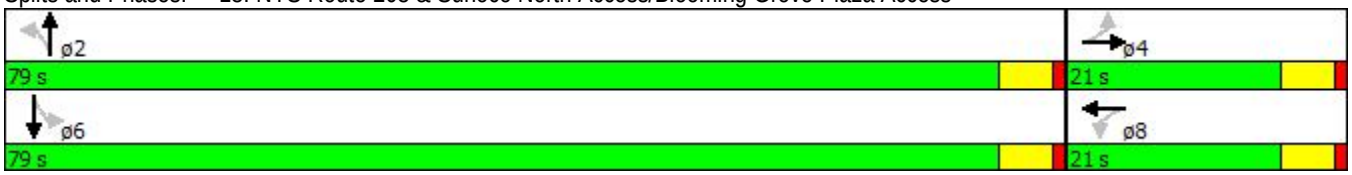
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		18.2			12.2			9.4			12.2	
LOS		B			B			A			B	
Approach Delay		18.2			12.2			9.4			12.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			2			79			100	
Queue Length 95th (ft)		26			21			166			215	
Internal Link Dist (ft)		12			21			34			120	
Turn Bay Length (ft)												
Base Capacity (vph)		625			688			1760			1787	
Starvation Cap Reductn		0			0			50			359	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.04			0.40			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 40.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 18: NYS Route 208 & Sunoco North Access/Blooming Grove Plaza Access



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	3	3	14	0	14	21	600	21	11	672	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1966	1890	1910	1986	1910	1910	1892	1910	1890	1890	1890
Adj Flow Rate, veh/h	22	3	3	15	0	15	23	645	23	12	723	68
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	266	37	17	194	23	82	108	1143	40	96	1097	102
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.10	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1052	368	170	590	234	824	23	1758	61	8	1687	157
Grp Volume(v), veh/h	28	0	0	30	0	0	691	0	0	803	0	0
Grp Sat Flow(s),veh/h/ln	1590	0	0	1648	0	0	1842	0	0	1851	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	0.0	0.0	8.1	0.0	0.0	10.6	0.0	0.0
Prop In Lane	0.79		0.11	0.50		0.50	0.03		0.03	0.01		0.08
Lane Grp Cap(c), veh/h	319	0	0	300	0	0	1291	0	0	1295	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.10	0.00	0.00	0.54	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	778	0	0	775	0	0	3422	0	0	3481	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	16.5	0.0	0.0	3.9	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	4.2	0.0	0.0	5.3	0.0	0.0
LnGrp Delay(d),s/veh	16.6	0.0	0.0	16.6	0.0	0.0	4.2	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		28			30			691			803	
Approach Delay, s/veh		16.6			16.6			4.2			4.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		9.0		31.0		9.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0		16.0
Max Q Clear Time (g_c+I1), s		10.1		2.5		12.6		2.6
Green Ext Time (p_c), s		13.5		0.2		13.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	356	30	275	313	290	36	131	188	173	158	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00				0.95	0.98	0.97			0.99	
Frt		0.988				0.850		0.912			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1791	0	1668	1818	1583	1661	1600	0	1762	1821	0
Flt Permitted	0.312			0.211			0.616			0.189		
Satd. Flow (perm)	528	1791	0	370	1818	1505	1053	1600	0	351	1821	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				313					14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	1%	1%	2%	4%	0%	1%	0%	1%	0%
Parking (#/hr)			0									
Adj. Flow (vph)	39	400	34	309	352	326	40	147	211	194	178	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	434	0	309	352	326	40	358	0	194	229	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	25.0	35.0		21.0	31.0	36.0	15.0	29.0		36.0	50.0	
Total Split (%)	20.7%	28.9%		17.4%	25.6%	29.8%	12.4%	24.0%		29.8%	41.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	

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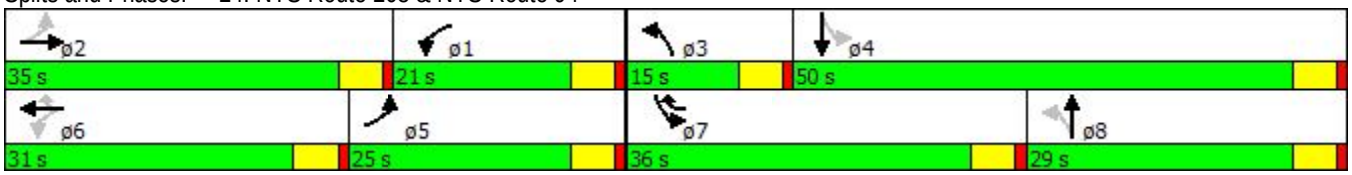
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Act Effct Green (s)	40.8	29.2		45.0	35.6	50.3	29.2	24.1		43.8	37.4	
Actuated g/C Ratio	0.39	0.28		0.43	0.34	0.48	0.28	0.23		0.42	0.36	
v/c Ratio	0.11	0.86		0.86	0.57	0.36	0.12	0.97		0.56	0.35	
Control Delay	18.9	54.0		58.6	36.9	2.6	20.1	81.1		26.3	26.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	54.0		58.6	36.9	2.6	20.1	81.1		26.3	26.0	
LOS	B	D		E	D	A	C	F		C	C	
Approach Delay		51.1			32.4			75.0			26.1	
Approach LOS		D			C			E			C	
Queue Length 50th (ft)	13	269		124	219	3	16	237		83	111	
Queue Length 95th (ft)	34	#471		#320	#382	27	36	#450		132	178	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	446	520		360	623	1100	403	370		569	797	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.83		0.86	0.57	0.30	0.10	0.97		0.34	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 121
Actuated Cycle Length: 104
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.5 Intersection LOS: D
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 208 & NYS Route 94



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	356	30	275	313	290	36	131	188	173	158	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1824	1883	1900	1881	1881	1863	1809	1870	1881	1919	1904	1919
Adj Flow Rate, veh/h	39	400	34	309	352	326	40	147	211	194	178	51
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	1	1	1	1	2	4	0	0	0	1	1
Cap, veh/h	460	436	37	346	417	508	367	164	236	305	452	129
Arrive On Green	0.21	0.28	0.28	0.15	0.22	0.22	0.03	0.24	0.24	0.10	0.32	0.32
Sat Flow, veh/h	1737	1538	131	1792	1881	1548	1723	686	985	1828	1418	406
Grp Volume(v), veh/h	39	0	434	309	352	326	40	0	358	194	0	229
Grp Sat Flow(s),veh/h/ln	1737	0	1669	1792	1881	1548	1723	0	1671	1828	0	1825
Q Serve(g_s), s	0.0	0.0	22.4	10.9	15.9	7.0	1.6	0.0	18.4	6.7	0.0	8.7
Cycle Q Clear(g_c), s	0.0	0.0	22.4	10.9	15.9	7.0	1.6	0.0	18.4	6.7	0.0	8.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.59	1.00		0.22
Lane Grp Cap(c), veh/h	460	0	473	346	417	508	367	0	400	305	0	581
V/C Ratio(X)	0.08	0.00	0.92	0.89	0.84	0.64	0.11	0.00	0.90	0.64	0.00	0.39
Avail Cap(c_a), veh/h	487	0	563	404	551	618	517	0	452	752	0	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	30.8	35.5	33.1	8.9	24.6	0.0	32.7	22.8	0.0	23.6
Incr Delay (d2), s/veh	0.0	0.0	16.9	18.0	7.1	0.8	0.0	0.0	17.4	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.5	9.1	9.0	3.3	0.7	0.0	10.4	3.4	0.0	4.4
LnGrp Delay(d),s/veh	27.4	0.0	47.7	53.5	40.3	9.7	24.7	0.0	50.1	23.6	0.0	23.8
LnGrp LOS	C		D	D	D	A	C		D	C		C
Approach Vol, veh/h		473			987			398			423	
Approach Delay, s/veh		46.0			34.3			47.5			23.7	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	30.2	7.2	33.3	23.6	24.7	14.3	26.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	30.0	10.0	45.0	20.0	26.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	12.9	24.4	3.6	10.7	2.0	17.9	8.7	20.4
Green Ext Time (p_c), s	0.2	0.8	0.0	2.2	0.6	1.7	0.6	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

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Two Way Analysis cannot be performed on Signalized Intersection.

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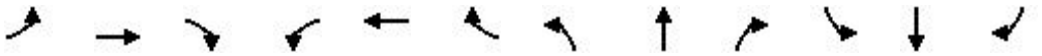

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	17	43	312	19	302	51	394	297	134	710	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected		0.968			0.955		0.950			0.950		
Satd. Flow (prot)	0	1839	1615	0	1833	1631	1832	1782	1591	1751	1690	0
Flt Permitted		0.968			0.955		0.150			0.392		
Satd. Flow (perm)	0	1839	1615	0	1833	1631	289	1782	1591	722	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			153			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	35	18	45	328	20	318	54	415	313	141	747	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	45	0	348	318	54	415	313	141	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	22.0	22.0	44.0	44.0		12.0	72.0		12.0	72.0	
Total Split (%)	14.7%	14.7%	14.7%	29.3%	29.3%		8.0%	48.0%		8.0%	48.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
Act Effct Green (s)		8.8	8.8		32.8	150.0	84.3	77.5	150.0	89.9	82.2	

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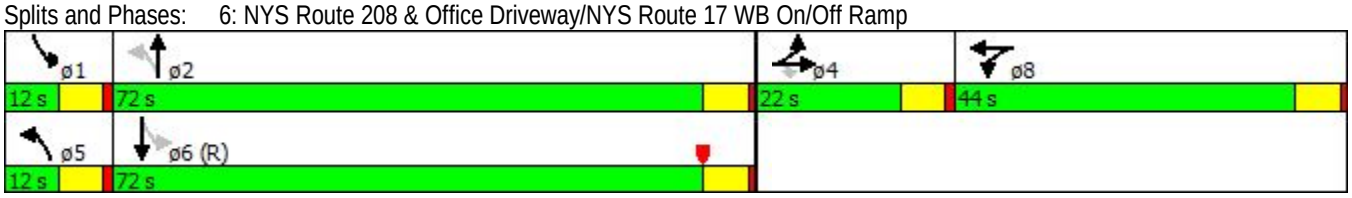
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.06	0.06		0.22	1.00	0.56	0.52	1.00	0.60	0.55	
v/c Ratio		0.49	0.23		0.87	0.19	0.23	0.45	0.20	0.29	0.85	
Control Delay		82.9	2.7		77.8	0.3	25.7	33.5	0.2	20.7	37.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		82.9	2.7		77.8	0.3	25.7	33.5	0.2	20.7	37.6	
LOS		F	A		E	A	C	C	A	C	D	
Approach Delay		46.0			40.8			19.6			35.0	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)		51	0		331	0	27	212	0	67	399	
Queue Length 95th (ft)		98	0		422	0	m53	364	0	m104	#1088	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		196	269		473	1631	233	921	1591	494	926	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.27	0.17		0.74	0.19	0.23	0.45	0.20	0.29	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	17	43	312	19	302	51	394	297	134	710	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1919	1919	1919	1928	1909	1872	1843	1826	1843
Adj Flow Rate, veh/h	35	18	45	328	20	0	54	415	0	141	747	40
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	3	0	1	1
Cap, veh/h	50	26	67	353	22	334	198	840	700	390	779	42
Arrive On Green	0.05	0.04	0.04	0.22	0.20	0.00	0.03	0.44	0.00	0.08	0.91	0.91
Sat Flow, veh/h	1215	625	1615	1727	105	1631	1837	1909	1591	1755	1717	92
Grp Volume(v), veh/h	53	0	45	348	0	0	54	415	0	141	0	787
Grp Sat Flow(s),veh/h/ln	1839	0	1615	1833	0	1631	1837	1909	1591	1755	0	1809
Q Serve(g_s), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	23.3	0.0	6.0	0.0	46.6
Cycle Q Clear(g_c), s	4.3	0.0	4.1	27.9	0.0	0.0	2.4	23.3	0.0	6.0	0.0	46.6
Prop In Lane	0.66		1.00	0.94		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	76	0	67	375	0	334	198	840	700	390	0	821
V/C Ratio(X)	0.69	0.00	0.67	0.93	0.00	0.00	0.27	0.49	0.00	0.36	0.00	0.96
Avail Cap(c_a), veh/h	196	0	172	464	0	413	223	840	700	390	0	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.69	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	70.9	57.6	0.0	0.0	29.2	30.1	0.0	25.5	0.0	6.0
Incr Delay (d2), s/veh	4.2	0.0	4.3	20.4	0.0	0.0	0.5	1.4	0.0	0.6	0.0	22.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	16.3	0.0	0.0	1.2	12.7	0.0	1.6	0.0	25.3
LnGrp Delay(d),s/veh	74.4	0.0	75.1	78.1	0.0	0.0	29.7	31.5	0.0	26.0	0.0	28.9
LnGrp LOS	E		E	E			C	C		C		C
Approach Vol, veh/h		98			348			469			928	
Approach Delay, s/veh		74.8			78.1			31.3			28.4	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	72.0		12.2	10.0	74.0		36.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	66.0		16.0	6.0	66.0		38.0
Max Q Clear Time (g_c+I1), s	8.0	25.3		6.3	4.4	48.6		29.9
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	6.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	8	2	717	6	2	889
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.850		
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1862	0	1862	1353	1823	1900
Flt Permitted	0.962				0.293	
Satd. Flow (perm)	1862	0	1862	1353	562	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			6		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	13%	0%	0%	17%	0%	1%
Adj. Flow (vph)	8	2	739	6	2	916
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	739	6	2	916
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		21.0	21.0	21.0	21.0
Total Split (s)	21.0		79.0	79.0	79.0	79.0
Total Split (%)	21.0%		79.0%	79.0%	79.0%	79.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	Min	Min
Act Effct Green (s)	6.0		25.7	25.7	25.7	25.7

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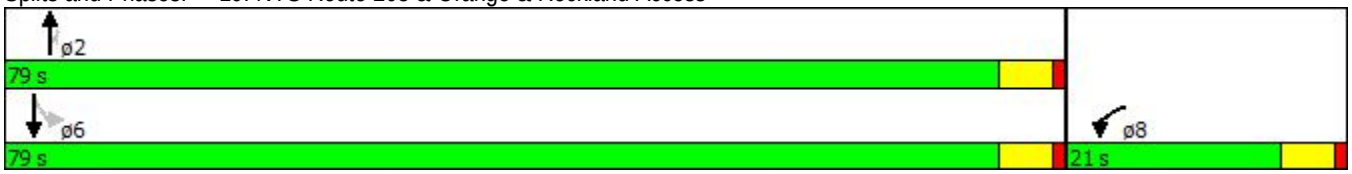
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.14		0.61	0.61	0.61	0.61
v/c Ratio	0.04		0.65	0.01	0.01	0.79
Control Delay	18.6		8.0	1.8	2.5	11.6
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay	18.6		8.0	1.8	2.5	11.8
LOS	B		A	A	A	B
Approach Delay	18.6		8.0			11.8
Approach LOS	B		A			B
Queue Length 50th (ft)	2		83	0	0	120
Queue Length 95th (ft)	14		156	2	1	232
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)				150	120	
Base Capacity (vph)	734		1862	1353	562	1900
Starvation Cap Reductn	0		0	0	0	283
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.01		0.40	0.00	0.00	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 42.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 19: NYS Route 208 & Orange & Rockland Access



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	2	717	6	2	889
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1938	1862	1591	1919	1900
Adj Flow Rate, veh/h	8	2	739	6	2	916
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	1
Cap, veh/h	110	28	1283	932	516	1310
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1243	311	1862	1353	734	1900
Grp Volume(v), veh/h	11	0	739	6	2	916
Grp Sat Flow(s),veh/h/ln	1709	0	1862	1353	734	1900
Q Serve(g_s), s	0.3	0.0	9.2	0.1	0.1	13.0
Cycle Q Clear(g_c), s	0.3	0.0	9.2	0.1	9.3	13.0
Prop In Lane	0.73	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	152	0	1283	932	516	1310
V/C Ratio(X)	0.07	0.00	0.58	0.01	0.00	0.70
Avail Cap(c_a), veh/h	607	0	3058	2221	1215	3120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	3.6	2.2	6.0	4.2
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.7	0.0	0.0	6.9
LnGrp Delay(d),s/veh	19.0	0.0	4.0	2.2	6.0	4.9
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	11		745			918
Approach Delay, s/veh	19.0		4.0			4.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.1				36.1		9.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		74.0				74.0		16.0
Max Q Clear Time (g_c+I1), s		11.2				15.0		2.3
Green Ext Time (p_c), s		16.2				16.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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CLOVEWOOD

BUILD CONDITIONS W/ ROUNDABOUT

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	119	405	113	89	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.946		0.967			
Flt Protected	0.969					0.996
Satd. Flow (prot)	3478	0	3405	0	0	3247
Flt Permitted	0.969					0.996
Satd. Flow (perm)	3478	0	3405	0	0	3247
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			669
Travel Time (s)	14.3		6.3			8.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	128	435	122	96	1231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	557	0	0	1327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	557	1327
Demand Flow Rate, veh/h	366	576	1378
Vehicles Circulating, veh/h	452	98	235
Vehicles Exiting, veh/h	222	1515	583
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.1	5.1	12.2
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.530	0.470	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	194	172	271	305	648	730
Cap Entry Lane, veh/h	889	926	1232	1243	1086	1109
Entry HV Adj Factor	0.978	0.978	0.965	0.967	0.962	0.963
Flow Entry, veh/h	190	168	262	295	624	703
Cap Entry, veh/h	870	906	1189	1202	1045	1068
V/C Ratio	0.218	0.186	0.220	0.245	0.597	0.658
Control Delay, s/veh	6.4	5.8	5.0	5.2	11.4	12.9
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	4	5

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	89	12	425	22	3	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					
Satd. Flow (prot)	1756	0	1845	1599	0	3471
Flt Permitted	0.958					
Satd. Flow (perm)	1756	0	1845	1599	0	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	103	14	494	26	3	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	494	26	0	1061
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	117	520	1061
Demand Flow Rate, veh/h	119	541	1103
Vehicles Circulating, veh/h	514	3	105
Vehicles Exiting, veh/h	3	1205	528
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.0	7.8
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.830	4.330
Entry Flow, veh/h	119	514	27	518	585
Cap Entry Lane, veh/h	816	1375	1375	1218	1236
Entry HV Adj Factor	0.983	0.962	0.980	0.962	0.961
Flow Entry, veh/h	117	494	26	499	562
Cap Entry, veh/h	802	1322	1348	1172	1187
V/C Ratio	0.146	0.374	0.019	0.425	0.473
Control Delay, s/veh	6.0	6.2	2.8	7.5	8.1
LOS	A	A	A	A	A
95th %tile Queue, veh	1	2	0	2	3

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BUILD CONDITIONS W/ ROUNDABOUT

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	152	1239	227	147	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.923		0.977			
Flt Protected	0.976					0.990
Satd. Flow (prot)	3418	0	3435	0	0	3210
Flt Permitted	0.976					0.990
Satd. Flow (perm)	3418	0	3435	0	0	3210
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			944
Travel Time (s)	14.3		6.3			11.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	165	1347	247	160	673
Shared Lane Traffic (%)						
Lane Group Flow (vph)	322	0	1594	0	0	833
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	322	1594	833
Demand Flow Rate, veh/h	328	1653	870
Vehicles Circulating, veh/h	1401	163	160
Vehicles Exiting, veh/h	415	867	1569
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.8	14.2	7.0
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.488	0.512	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	168	777	876	409	461
Cap Entry Lane, veh/h	371	420	1160	1177	1164	1180
Entry HV Adj Factor	0.981	0.982	0.964	0.964	0.958	0.958
Flow Entry, veh/h	157	165	749	845	392	442
Cap Entry, veh/h	364	413	1119	1136	1114	1131
V/C Ratio	0.431	0.400	0.670	0.744	0.351	0.391
Control Delay, s/veh	19.3	16.4	12.8	15.5	6.7	7.2
LOS	C	C	B	C	A	A
95th %tile Queue, veh	2	2	5	7	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	7	1046	90	13	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.985			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1758	0	1845	1599	0	3437
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1758	0	1845	1599	0	3437
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	54	7	1113	96	14	654
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	1113	96	0	668
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	61	1209	668
Demand Flow Rate, veh/h	62	1256	701
Vehicles Circulating, veh/h	1158	14	55
Vehicles Exiting, veh/h	14	742	1165
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.9	18.9	5.3
Approach LOS	B	C	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.469	0.531
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	62	1158	98	329	372
Cap Entry Lane, veh/h	423	1360	1360	1311	1317
Entry HV Adj Factor	0.984	0.962	0.980	0.955	0.952
Flow Entry, veh/h	61	1113	96	314	354
Cap Entry, veh/h	416	1307	1333	1251	1254
V/C Ratio	0.147	0.852	0.072	0.251	0.282
Control Delay, s/veh	10.9	20.2	3.3	5.1	5.4
LOS	B	C	A	A	A
95th %tile Queue, veh	1	12	0	1	1

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BUILD CONDITIONS W/ ROUNDABOUT

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3513	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3513	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1389	792
Demand Flow Rate, veh/h	275	1403	812
Vehicles Circulating, veh/h	1147	147	165
Vehicles Exiting, veh/h	403	830	1257
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	10.4	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	659	744	382	430
Cap Entry Lane, veh/h	469	519	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	653	736	372	420
Cap Entry, veh/h	437	486	1166	1180	1129	1147
V/C Ratio	0.311	0.248	0.560	0.624	0.330	0.366
Control Delay, s/veh	13.5	11.1	9.7	11.1	6.4	6.8
LOS	B	B	A	B	A	A
95th %tile Queue, veh	1	1	4	5	1	2

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BUILD CONDITIONS W/ ROUNDABOUT

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			575
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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BUILD CONDITIONS W/ ROUNDABOUT

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	134	641	223	142	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.925		0.961			
Flt Protected	0.976					0.992
Satd. Flow (prot)	3460	0	3443	0	0	3333
Flt Permitted	0.976					0.992
Satd. Flow (perm)	3460	0	3443	0	0	3333
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			973
Travel Time (s)	14.3		6.3			12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	140	668	232	148	808
Shared Lane Traffic (%)						
Lane Group Flow (vph)	280	0	900	0	0	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	280	900	956
Demand Flow Rate, veh/h	283	916	963
Vehicles Circulating, veh/h	675	155	143
Vehicles Exiting, veh/h	396	951	815
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.0	7.1
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.530	0.470	0.471	0.529	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	150	133	431	485	453	510
Cap Entry Lane, veh/h	724	769	1169	1185	1182	1197
Entry HV Adj Factor	0.989	0.989	0.982	0.984	0.992	0.993
Flow Entry, veh/h	148	132	423	477	449	507
Cap Entry, veh/h	716	761	1148	1166	1172	1189
V/C Ratio	0.207	0.173	0.369	0.409	0.383	0.426
Control Delay, s/veh	7.4	6.6	6.8	7.3	6.9	7.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	8	616	63	9	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1756	0	1900	1599	0	3570
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1756	0	1900	1599	0	3570
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	65	9	670	68	10	790
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	670	68	0	800
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	738	800
Demand Flow Rate, veh/h	75	746	808
Vehicles Circulating, veh/h	677	10	66
Vehicles Exiting, veh/h	10	864	686
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	7.3	5.6
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	75	677	69	380	428
Cap Entry Lane, veh/h	691	1365	1366	1297	1305
Entry HV Adj Factor	0.987	0.990	0.980	0.990	0.991
Flow Entry, veh/h	74	670	68	376	424
Cap Entry, veh/h	682	1352	1339	1284	1293
V/C Ratio	0.109	0.496	0.051	0.293	0.328
Control Delay, s/veh	6.5	7.7	3.1	5.4	5.8
LOS	A	A	A	A	A
95th %tile Queue, veh	0	3	0	1	1

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COMBINED CONDITIONS W/ ROUNDABOUT

WEEKDAY PEAK AM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	214	129	415	113	125	1181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.943		0.968			
Flt Protected	0.970					0.995
Satd. Flow (prot)	3471	0	3408	0	0	3246
Flt Permitted	0.970					0.995
Satd. Flow (perm)	3471	0	3408	0	0	3246
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			922
Travel Time (s)	14.3		6.3			11.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	230	139	446	122	134	1270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	568	0	0	1404
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	369	568	1404
Demand Flow Rate, veh/h	377	588	1458
Vehicles Circulating, veh/h	464	137	235
Vehicles Exiting, veh/h	261	1556	606
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.4	13.3
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.469	0.531	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	200	177	276	312	685	773
Cap Entry Lane, veh/h	879	917	1189	1203	1086	1109
Entry HV Adj Factor	0.978	0.980	0.968	0.965	0.963	0.963
Flow Entry, veh/h	196	173	267	301	660	744
Cap Entry, veh/h	860	898	1150	1161	1046	1068
V/C Ratio	0.227	0.193	0.232	0.259	0.631	0.697
Control Delay, s/veh	6.6	5.9	5.2	5.5	12.3	14.2
LOS	A	A	A	A	B	B
95th %tile Queue, veh	1	1	1	1	5	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	157	21	428	39	6	914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					
Satd. Flow (prot)	1756	0	1845	1599	0	3472
Flt Permitted	0.958					
Satd. Flow (perm)	1756	0	1845	1599	0	3472
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	183	24	498	45	7	1063
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	498	45	0	1070
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	207	543	1070
Demand Flow Rate, veh/h	211	564	1113
Vehicles Circulating, veh/h	518	7	187
Vehicles Exiting, veh/h	7	1293	542
Follow-Up Headway, s	2.610	2.610	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	6.0	8.8
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	211	518	46	523	590
Cap Entry Lane, veh/h	813	1369	1370	1135	1154
Entry HV Adj Factor	0.981	0.962	0.980	0.962	0.962
Flow Entry, veh/h	207	498	45	503	567
Cap Entry, veh/h	797	1317	1343	1092	1110
V/C Ratio	0.260	0.378	0.034	0.461	0.511
Control Delay, s/veh	7.4	6.3	2.9	8.4	9.1
LOS	A	A	A	A	A
95th %tile Queue, veh	1	2	0	2	3

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COMBINED CONDITIONS W/ ROUNDABOUT

WEEKDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	195	1282	227	171	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.914		0.977			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3395	0	3435	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3395	0	3435	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			973
Travel Time (s)	14.3		6.3			12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	212	1393	247	186	699
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	1640	0	0	885
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 85.7%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	369	1640	885
Demand Flow Rate, veh/h	376	1701	924
Vehicles Circulating, veh/h	1449	190	160
Vehicles Exiting, veh/h	442	894	1665
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	21.3	16.1	7.3
Approach LOS	C	C	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.426	0.574	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	216	799	902	434	490
Cap Entry Lane, veh/h	355	404	1132	1151	1164	1180
Entry HV Adj Factor	0.981	0.981	0.965	0.964	0.958	0.957
Flow Entry, veh/h	157	212	771	869	416	469
Cap Entry, veh/h	348	396	1092	1109	1115	1130
V/C Ratio	0.451	0.535	0.706	0.784	0.373	0.415
Control Delay, s/veh	20.8	21.7	14.3	17.8	7.0	7.5
LOS	C	C	B	C	A	A
95th %tile Queue, veh	2	3	6	8	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	96	13	1057	166	24	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.998
Satd. Flow (prot)	1756	0	1845	1599	0	3435
Flt Permitted	0.958					0.998
Satd. Flow (perm)	1756	0	1845	1599	0	3435
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	102	14	1124	177	26	657
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	1124	177	0	683
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	116	1301	683
Demand Flow Rate, veh/h	118	1350	717
Vehicles Circulating, veh/h	1169	27	104
Vehicles Exiting, veh/h	27	794	1183
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.6	19.7	5.6
Approach LOS	B	C	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	118	1169	181	337	380
Cap Entry Lane, veh/h	418	1342	1343	1252	1264
Entry HV Adj Factor	0.983	0.962	0.980	0.953	0.953
Flow Entry, veh/h	116	1124	177	321	362
Cap Entry, veh/h	411	1290	1316	1193	1204
V/C Ratio	0.282	0.871	0.134	0.269	0.301
Control Delay, s/veh	13.6	22.1	3.8	5.5	5.8
LOS	B	C	A	A	A
95th %tile Queue, veh	1	13	0	1	1

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COMBINED CONDITIONS W/ ROUNDABOUT

SEPTEMBER FRIDAY PEAK PM HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	98	1079	240	133	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.940		0.973			
Flt Protected	0.971					0.991
Satd. Flow (prot)	3301	0	3513	0	0	3273
Flt Permitted	0.971					0.991
Satd. Flow (perm)	3301	0	3513	0	0	3273
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			577
Travel Time (s)	14.3		6.3			7.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	1%	1%	5%	2%
Adj. Flow (vph)	154	103	1136	253	140	652
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	1389	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	257	1389	792
Demand Flow Rate, veh/h	275	1403	812
Vehicles Circulating, veh/h	1147	147	165
Vehicles Exiting, veh/h	403	830	1257
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	10.4	6.6
Approach LOS	B	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	146	129	659	744	382	430
Cap Entry Lane, veh/h	469	519	1178	1193	1158	1175
Entry HV Adj Factor	0.933	0.936	0.990	0.989	0.974	0.976
Flow Entry, veh/h	136	121	653	736	372	420
Cap Entry, veh/h	437	486	1166	1180	1129	1147
V/C Ratio	0.311	0.248	0.560	0.624	0.330	0.366
Control Delay, s/veh	13.5	11.1	9.7	11.1	6.4	6.8
LOS	B	B	A	B	A	A
95th %tile Queue, veh	1	1	4	5	1	2

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COMBINED CONDITIONS W/ ROUNDABOUT

SATURDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	37	725	36	25	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.919		0.993			
Flt Protected	0.978					0.998
Satd. Flow (prot)	3250	0	3575	0	0	3379
Flt Permitted	0.978					0.998
Satd. Flow (perm)	3250	0	3575	0	0	3379
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			575
Travel Time (s)	14.3		6.3			7.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	34	40	780	39	27	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	819	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	74	819	837
Demand Flow Rate, veh/h	79	830	837
Vehicles Circulating, veh/h	788	27	34
Vehicles Exiting, veh/h	69	844	833
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.430	0.570	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	34	45	390	440	393	444
Cap Entry Lane, veh/h	653	700	1315	1318	1307	1311
Entry HV Adj Factor	1.000	0.889	0.987	0.987	1.001	0.999
Flow Entry, veh/h	34	40	385	434	393	444
Cap Entry, veh/h	653	622	1298	1301	1308	1310
V/C Ratio	0.052	0.064	0.297	0.334	0.301	0.339
Control Delay, s/veh	6.1	6.5	5.4	5.8	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

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HCM research expects at least one 'Stop' controlled approach at the intersection.

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CLOVEWOOD

COMBINED CONDITIONS W/ ROUNDABOUT

SUNDAY PEAK HOUR

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	134	160	668	223	165	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.918		0.962			
Flt Protected	0.978					0.992
Satd. Flow (prot)	3443	0	3447	0	0	3331
Flt Permitted	0.978					0.992
Satd. Flow (perm)	3443	0	3447	0	0	3331
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			822
Travel Time (s)	14.3		6.3			10.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	4%	5%	0%
Adj. Flow (vph)	140	167	696	232	172	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	307	0	928	0	0	1005
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	307	928	1005
Demand Flow Rate, veh/h	310	944	1014
Vehicles Circulating, veh/h	703	181	143
Vehicles Exiting, veh/h	422	976	870
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	7.4	7.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.461	0.539	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	143	167	444	500	477	537
Cap Entry Lane, veh/h	706	751	1141	1160	1182	1197
Entry HV Adj Factor	0.979	1.000	0.982	0.984	0.990	0.992
Flow Entry, veh/h	140	167	436	492	472	533
Cap Entry, veh/h	691	751	1121	1141	1170	1187
V/C Ratio	0.203	0.222	0.389	0.431	0.404	0.449
Control Delay, s/veh	7.5	7.3	7.2	7.7	7.2	7.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	2	2

HCM research expects at least one 'Stop' controlled approach at the intersection.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	104	14	623	109	16	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.984			0.850		
Flt Protected	0.958					0.999
Satd. Flow (prot)	1756	0	1900	1599	0	3570
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1756	0	1900	1599	0	3570
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	113	15	677	118	17	793
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	677	118	0	810
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	128	795	810
Demand Flow Rate, veh/h	130	804	818
Vehicles Circulating, veh/h	684	17	115
Vehicles Exiting, veh/h	17	916	699
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	7.2	6.0
Approach LOS	A	A	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.469	0.531
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	130	684	120	384	434
Cap Entry Lane, veh/h	686	1356	1356	1240	1252
Entry HV Adj Factor	0.985	0.990	0.980	0.991	0.989
Flow Entry, veh/h	128	677	118	381	429
Cap Entry, veh/h	676	1342	1329	1229	1239
V/C Ratio	0.189	0.505	0.089	0.310	0.347
Control Delay, s/veh	7.5	7.9	3.4	5.8	6.2
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	0	1	2

HCM research expects at least one 'Stop' controlled approach at the intersection.